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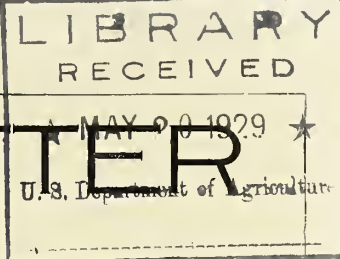
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THE NEWS LETTER

OF THE

BUREAU OF PUBLIC ROADS



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TREND OF CONCRETE-PAVEMENT DESIGN

CONTRIBUTED BY
R. D. BROWN OF THE DIVISION OF DESIGN
(NOT FOR RELEASE)

THE ACCOMPANYING DATA SHOWING THE GENERAL FEATURES OF DESIGN OF THE CROSS-SECTION OF CONCRETE PAVEMENTS SUBMITTED AS FEDERAL-AID PROJECTS DURING 1928 ARE OF VALUE NOT ONLY FOR COMPARING THE PRESENT PRACTICE IN THE SEVERAL STATES BUT THEY ALSO INDICATE THE TREND OF DESIGN WHEN COMPARED WITH SIMILAR DATA PUBLISHED IN THE NEWS LETTER FOR DECEMBER, 1926, Vol. 2, No. 2. SEVEN STATES ARE OMITTED NECESSARILY FROM THE 1928 TABULATION BECAUSE THEY EITHER DID NOT SUBMIT ANY CONCRETE-PAVEMENT PROJECTS AT ALL, OR ELSE SUBMITTED SO FEW THAT THEIR STANDARD PRACTICE COULD NOT BE DETERMINED WITH ACCURACY.

WIDTH

EXAMINATION OF THE DESIGNS SHOWN IN THE TABULATION INDICATES THAT, DURING 1928, ONLY FOUR STATES SUBMITTED DESIGNS FOR CONCRETE PAVEMENTS LESS THAN 18 FEET IN WIDTH; THIRTY STATES USED 18-FOOT, AND FIFTEEN STATES EMPLOYED 20-FOOT PAVEMENTS. THESE WIDTHS ARE NOT MATERIALLY DIFFERENT FROM THE 1926 PRACTICE, AND THEY INDICATE THAT THE EFFORTS OF MANY HIGHWAY DEPARTMENTS TO OBTAIN AS GREAT A MILEAGE OF PAVEMENT AS POSSIBLE WITH THE FUNDS AVAILABLE HAS LED THEM TO ADOPT THE 9-FOOT RATHER THAN THE 10-FOOT TRAFFIC LANE WHICH IS EXTENSIVELY ADVOCATED BECAUSE OF THE WIDE TRUCKS AND BUSES NOW IN USE. SOME OF THE STATES COMPROMISED ON THE SELECTION OF WIDTHS BY USING THE 20-FOOT PAVEMENT ON THEIR MORE-IMPORTANT ROADS AND THE 18-FOOT WIDTH ON LESS-TRAVELED ROADS. THE RECORDS OF THE BUREAU INDICATE THAT THE PROPORTION OF HIGH-TYPE PAVEMENTS, 20 FEET OR MORE IN WIDTH, IS INCREASING AND THAT OF THE 18-FOOT PAVEMENTS IS DECREASING, BUT THERE IS NO DOUBT THAT FINANCIAL RESTRICTIONS WILL INSURE THE CONSTRUCTION OF THE NARROWER PAVEMENTS FOR MANY YEARS TO COME.

THICKNESS

IN CONSIDERING THE MATTER OF THICKNESS OF CONCRETE PAVEMENTS IT IS FOUND THAT 50 DESIGNS, WHICH MAY BE CLASSIFIED AS "STANDARD" BY REASON OF THEIR GENERAL USE, WERE SUBMITTED BY THE 41 STATES REPORTING IN 1928. IN THE 50 DESIGNS, THERE WERE 15 DIFFERENT THICKNESSES VARYING FROM THE 6-INCH UNIFORM DEPTH, SUBMITTED BY 2 STATES, TO THE 9-INCH UNIFORM DEPTH USED IN ONE STATE, AND A 10-7-10 CROSS-SECTION EMPLOYED IN ANOTHER STATE.

GENERAL FEATURES OF DESIGN OF CROSS SECTION OF CONCRETE PAVEMENTS ON FEDERAL AID PROJECTS SUBMITTED IN 1928

[illegible]

* ADJUSTURE 1/10 CUBIC FEET HYDRATED LIME PER BAG OF CEMENT.
 ** PROPORTIONED BY WEIGHT; VARIATION (1 LB. COUNT TO 3.78 LBS. APPROXIMATE.
 (1 LB. COUNT TO 5.18 LBS APPROXIMATE.



FIVE STATES, LOCATED IN THE NORTH ATLANTIC SECTION, BUILT UNIFORM-THICKNESS DESIGNS ENTIRELY, AND 3 OTHER STATES CONSTRUCTED THE UNIFORM THICKNESS ONLY ON SOME OF THEIR PROJECTS. THE MOST COMMONLY USED DESIGN IS THE 9-6-9, WHICH HAS BEEN ADOPTED BY 16 STATES INCLUDING SUCH WIDELY-SEPARATED COMMONWEALTHS AS FLORIDA, NEW HAMPSHIRE, MONTANA, AND TEXAS.

THE DATA INDICATE THAT THE CORNER-DESIGN FORMULA, FOR DETERMINING PAVEMENT THICKNESS, HAS BEEN ACCEPTED QUITE GENERALLY IN PRINCIPLE ALTHOUGH NOT FOLLOWED STRICTLY IN PRACTICE. ONLY 6 OF THE 15 THICKNESS VARIATIONS ARE SUBSTANTIALLY IN AGREEMENT WITH THE ASSUMPTION THAT THE CENTER DEPTH NEED BE ONLY SEVENTH-TENTHS OF THE EDGE THICKNESS. THE OTHER 9 DESIGNS ARE UNBALANCED IN THIS RESPECT.

CURVED SUBGRADE

A CURVED-SUBGRADE CROSS-SECTION WAS USED IN CONNECTION WITH THICKENED-EDGE PAVEMENTS BY TWO MORE STATES IN 1928 THAN IN 1926. THIS DESIGN GIVES A GREATER CROSS-SECTIONAL AREA OF PAVEMENT THAN THE "BATES" SECTION FOR EQUAL CENTER AND EDGE DEPTHS AND FOR THIS REASON IT IS CUSTOMARY TO USE A SMALLER DIFFERENCE IN DEPTH BETWEEN THE CENTER AND EDGES AMOUNTING TO 1 OR 2 INCHES IN THE CURVED-SUBGRADE CROSS-SECTIONS AS COMPARED WITH A 2 TO 3-INCH DIFFERENCE IN THE "BATES" DESIGN. THE CURVED SUBGRADE HAS THE ADVANTAGE OF BEING EASIER TO SHAPE AND OF PROVIDING A BETTER OPPORTUNITY FOR UNIFORM CONSOLIDATION. ONE STATE HAS ADOPTED A 2-PLANE SUBGRADE, AND ONE STATE USES A DOUBLE SECTION; THAT IS, THICKENED AT THE CENTER JOINT AS WELL AS AT THE EDGES. ALTHOUGH THE "BATES" SECTION PROVIDES FOR THE INCREASE IN THE DEPTH OF THE PAVEMENT IN THE OUTER 2 FEET, IT SHOULD BE NOTED THAT 14 STATES FOLLOW THIS PRACTICE WHILE AN EQUAL NUMBER USE $2\frac{1}{2}$, 3, OR 4 FEET TO EFFECT THE TRANSITION.

CROWN

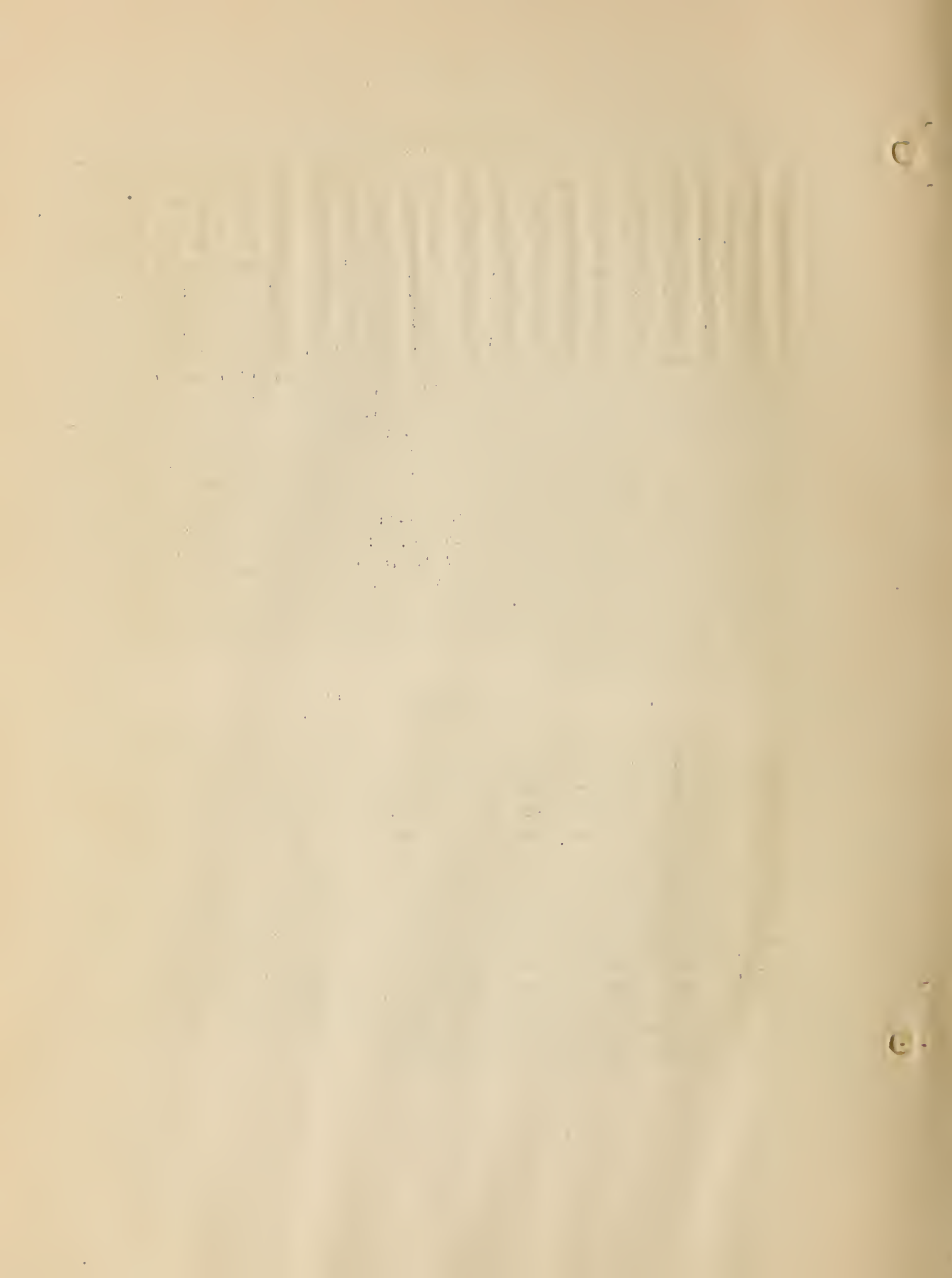
THE TREND TOWARD A LOW CROWN IS SHOWN BY THE FACT THAT ONLY 6 STATES USE A CROWN IN EXCESS OF 2 INCHES IN 9 FEET. THE HEAVIEST CROWN WAS $2\frac{3}{4}$ INCHES IN 8 FEET, WHILE THE LEAST WAS ONE INCH IN 10 FEET. THE 1-INCH RISE IN 10 FEET APPEARS TO BE ADEQUATE FOR SURFACE DRAINAGE BUT IS SO SMALL AS TO REQUIRE THE MOST CAREFUL ATTENTION TO SURFACE TRUENESS TO PREVENT THE FORMATION OF SLIGHT DEPRESSIONS WHICH HOLD UNSIGHTLY "PUDDLES" ON THE SURFACE OF THE PAVEMENT AFTER EACH RAIN.

MIX PROPORTIONS

VOLUMETRIC PROPORTIONING WAS THE STANDARD PRACTICE IN 1928 ALTHOUGH ONE STATE REQUIRED WEIGHT PROPORTIONING ON ALL PROJECTS AND A FEW OTHERS REQUIRED IT ON CERTAIN OF THEIR PROJECTS. IN A FEW CASES DESIGNED MIXES WERE USED BASED ON A PARTICULAR AGGREGATE. THE PROPORTIONS SPECIFIED BY THE VARIOUS STATES RANGED FROM $1:1\frac{3}{4}:2\frac{3}{4}$ TO $1:2:5\frac{1}{4}$. EXPRESSED IN TERMS OF THE RATIO OF CEMENT TO TOTAL AGGREGATE IT IS FOUND THAT BY FAR THE GREATER NUMBER OF STATES EMPLOYED MIXES RANGING FROM $1:5$ TO $1:5\frac{1}{2}$. ONLY 9 STATES USED MORE THAN $5\frac{1}{2}$ PARTS OF TOTAL AGGREGATE TO ONE PART OF CEMENT BY VOLUME. WITH THE INCREASING AMOUNT OF ATTENTION BEING GIVEN TO THE DESIGN OF MIXTURES FOR THE PURPOSE OF PRODUCING CONCRETE OF A SPECIFIED STRENGTH, IT IS ANTICIPATED THAT FIXED VOLUMETRIC PROPORTIONS WILL NO LONGER BE COMMON PRACTICE BUT THAT COMPARISONS OF MIXES WILL BE MADE NECESSARILY ON THE BASIS OF THE STRENGTH DEVELOPED IN THE FINISHED CONCRETE. THE GENERAL ADOPTION OF WEIGHT PROPORTIONING AND THE SEGREGATION AND RECOMBINING OF COARSE AGGREGATE BY SPECIFIED SIZES, ACTIVELY ADVOCATED BY THIS BUREAU, WILL FURTHER COMPLICATE ANY EFFORT AT COMPARISON OF MIXES ON ANY OTHER BASIS THAN THE STRENGTH OF THE CONCRETE IN THE COMPLETED PAVEMENT. ALTHOUGH THIS MAY AT FIRST APPEAR TO BE UNSATISFACTORY, IT IS IN REALITY A SIMPLIFICATION OF THE BASIS OF COMPARISON AND THE UNIFORMITY OF CONCRETE PRODUCED SHOULD BE IMPROVED.

REINFORCEMENT

IN DISTINGUISHING BETWEEN REINFORCED AND PLAIN-CONCRETE PAVEMENT DESIGNS ONLY THOSE WERE CLASSIFIED AS REINFORCED IN WHICH STEEL REINFORCEMENT WAS USED THROUGHOUT THE SLAB. ALL OTHER DESIGNS WERE CLASSED AS PLAIN ALTHOUGH CONSIDERABLE STEEL MAY HAVE BEEN EMPLOYED IN THE FORM OF EDGE BARS. ON THIS BASIS 9 STATES, 7 OF WHICH WERE IN THE NORTH ATLANTIC AREA, REQUIRED REINFORCED DESIGNS EXCLUSIVELY IN THEIR FEDERAL-AID WORK. IN ADDITION 3 STATES SPECIFIED A REINFORCED DESIGN FOR CERTAIN OF THEIR PROJECTS AND A PLAIN DESIGN FOR OTHERS. EDGE BARS IN PLAIN-CONCRETE PAVEMENT GENERALLY CONSISTED OF SMOOTH BARS, AND IN MANY CASES THEY WERE OILED TO PREVENT, OR REDUCE, BONDING. FROM THIS PRACTICE IT APPEARS THAT SUCH BARS ARE GENERALLY CONSIDERED AS CONTINUOUS DOWELS. THERE MAY BE SOME QUESTION AS TO WHETHER IT MIGHT NOT BE BETTER PRACTICE TO EMPLOY THE SAME AMOUNT OF STEEL OR A SOMEWHAT INCREASED AMOUNT AS REINFORCEMENT.

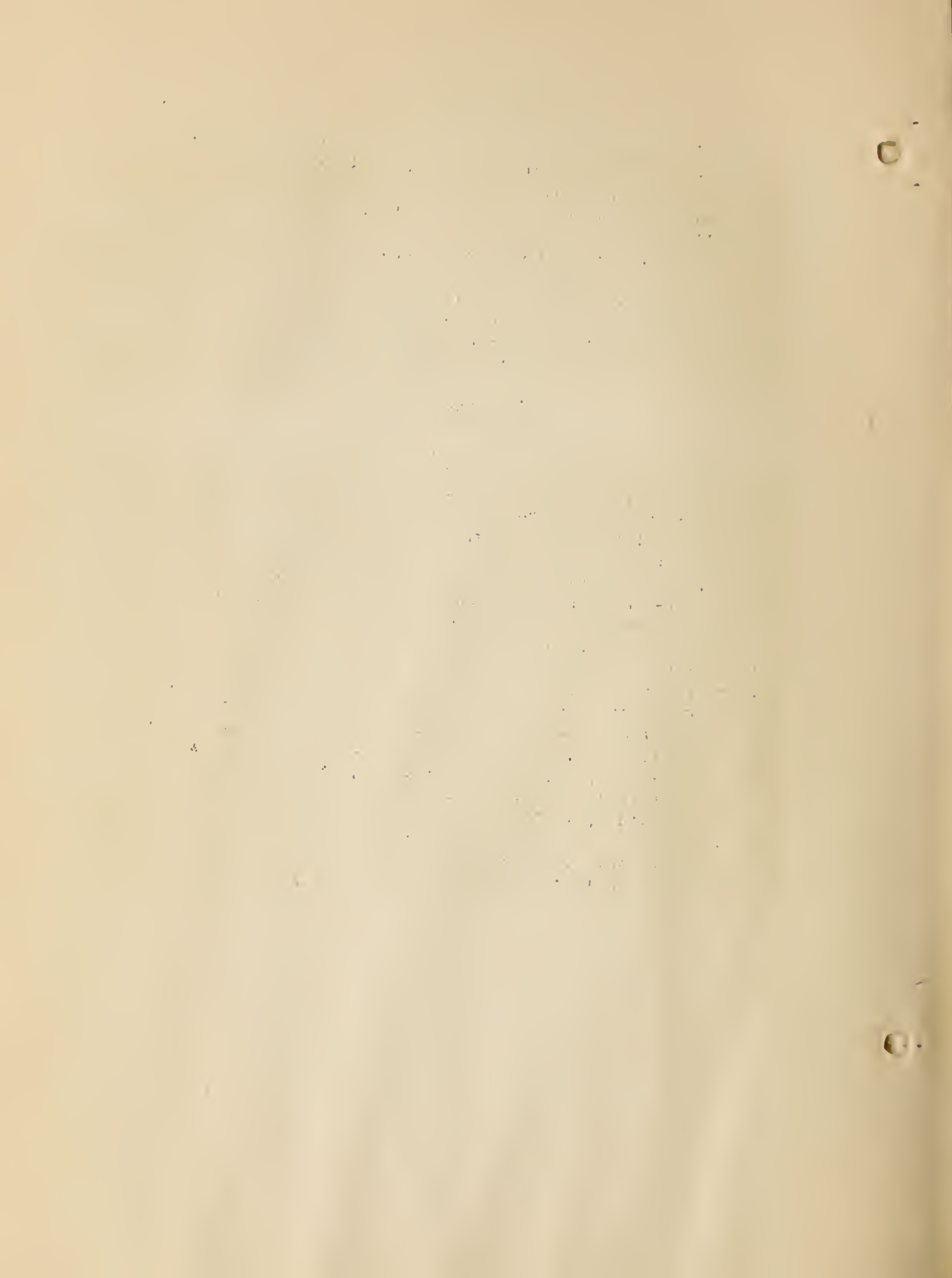


LONGITUDINAL JOINTS

THE LONGITUDINAL JOINT IS NOW ACCEPTED AS STANDARD PRACTICE ALTHOUGH IT WAS NOT REQUIRED IN 4 STATES AND WAS SPECIFIED ONLY UNDER SPECIAL CONDITIONS IN 2 OTHER STATES. IN 9 STATES THE WEAKENED-PLANE TYPE OF LONGITUDINAL JOINT WAS ADOPTED AND IN 6 STATES A PLAIN CONSTRUCTION-JOINT OR AN EXPANSION JOINT WAS PROVIDED FOR. THE DEFORMED-METAL PLATE WAS USED EXCLUSIVELY IN 20 STATES AND TO SOME EXTENT IN 3 OTHERS. THE MAJORITY OF THE STATES REPORTING, 24 IN NUMBER, REQUIRED DOWELS ACROSS THE LONGITUDINAL JOINT ALTHOUGH A SUBSTANTIAL NUMBER, 12, DID NOT USE THEM. ONE STATE EMPLOYED DOWELS WHEN A DEFORMED-METAL PLATE WAS SPECIFIED, BUT DID NOT USE THEM WITH A WEAKENED-PLANE JOINT.

TRANSVERSE JOINTS

THE PRACTICE WITH REFERENCE TO TRANSVERSE JOINTS IS LESS STANDARDIZED THAN ANY OTHER FEATURE OF THE DESIGNS SUBMITTED IN 1928. MANY STATES SEEM TO BE CONVINCED THAT IT IS CHEAPER TO REPAIR THE "BLOW-UPS" THAT MAY OCCUR BECAUSE OF THE OMISSION OF EXPANSION JOINTS THAN TO ATTEMPT TO FORESTALL SUCH DAMAGE. NO PROVISION IS MADE FOR EXPANSION IN THE DESIGNS SUBMITTED BY 12 STATES. ON THE OTHER HAND, 29 STATES REQUIRED EXPANSION JOINTS AND 5 OF THESE STATES ALSO SPECIFIED CONTRACTION JOINTS. THE SPACING OF EXPANSION JOINTS VARIED FROM A MINIMUM OF 25 FEET UP TO A POSSIBLE MAXIMUM OF 500 FEET. TWO STATES EMPLOYED EXPANSION JOINTS ONLY WHEN THE MIXER WAS STOPPED FOR MORE THAN 30 MINUTES, THAT IS, IN LIEU OF A PLAIN CONSTRUCTION-JOINT. ONLY 4 OF THE 28 STATES REQUIRING EXPANSION JOINTS, SPACED THEM LESS THAN 40 FEET APART AND ONLY 4 STATES SPECIFIED A SPACING IN EXCESS OF 100 FEET. THE MAJORITY OF THE 29 STATES SPACED THE JOINTS EITHER 40, 50, OR 60 FEET APART. THERE SEEMS TO BE ABOUT AN EQUAL DIVISION OF OPINION AS TO THE NECESSITY FOR DOWELS ACROSS EXPANSION JOINTS, 15 STATES EMPLOYING THEM AND 14 STATES OMITTING THEM. THERE IS NO UNIFORMITY AS TO THE SIZE OR NUMBER OF DOWELS BUT THERE IS ALMOST UNANIMOUS AGREEMENT THAT THESE DOWELS SHOULD BE FREE TO MOVE IN THE CONCRETE ON ONE SIDE OF THE JOINT.



46 OF APRIL 30, 1929.

STATE	BALANCE OF FEDERAL AID AVAILABLE FOR NEW PROJECTS				P. S. & E. RECOMMENDED FOR APPROVAL				PROJECT AGREEMENTS EXECUTED				PAID TO STATES DURING FISCAL YEAR				STATE
	NOT YET UNDER CONSTRUCTION		UNDER CONSTRUCTION		NOT YET UNDER CONSTRUCTION		UNDER CONSTRUCTION		FINAL INSPECTION MADE		PAID TO STATES DURING FISCAL YEAR						
	FEDERAL AID ALLOTTED	M I L E A G E INITIAL	S T A G E	FEDERAL AID ALLOTTED	M I L E A G E INITIAL	S T A G E	FEDERAL AID ALLOTTED	M I L E A G E INITIAL	S T A G E	FEDERAL AID ALLOTTED	M I L E A G E INITIAL	S T A G E					
ALABAMA	2,433,283.95	27.4		386,829.36	23.4	21.0	1,353,320.76	207.0	18.1	1,287,959.94	96.8	43.5	1,570,288.95	ALABAMA			
ARIZONA	2,132,886.69	8.9		197,214.55	17.0	13.6	1,195,506.56	46.3		462,889.29	59.5	7.9	1,253,280.51	ARIZONA			
ARKANSAS	2,270,650.08	20.4		403,906.95			1,773,985.93	99.0	6.5	583,503.36	47.9		980,775.72	ARKANSAS			
CALIFORNIA	2,464,354.71	20.1		451,651.75	20.0	5.7	4,103,995.09	243.7	9.3	769,108.79	39.8	-6	2,557,053.00	CALIFORNIA			
CONNECTICUT	2,353,121.95	26.2	8.3	292,559.57	18.9	15.0	1,429,700.26	106.2	32.6	893,571.41	66.2		1,509,210.70	CONNECTICUT			
DELAWARE	844,972.54						272,210.34	13.0		311,665.85	13.5		1,034,488.52	DELAWARE			
FLORIDA	227,339.72	6.0		212,832.50	7.7		88,138.05		8.0	107,957.75	7.5		142,185.23	FLORIDA			
GEORGIA	1,854,792.48			104,862.99			1,148,403.24	100.7	5.4	159,209.09	10.0		795,427.92	GEORGIA			
ILLINOIS	2,025,713.39	1.2		14,322.99			1,786,168.91		36.9	359,899.97	98.3		1,335,861.93	ILLINOIS			
INDIANA	54,815.95	5.7		23,417.00			505,620.61	71.8	3.0	479,675.90	38.7	1.8	1,234,951.16	INDIANA			
IOWA	2,998,543.72	19.3		296,993.51			8,874,913.35	603.9		622,539.22	41.4		5,415,287.33	IOWA			
KANSAS	304,157.75	102.4		55,400.00			3,151,443.24	203.2		1,370,697.50	87.7		2,386,604.53	KANSAS			
KENTUCKY	711,027.31	9.7	51.7	424,514.72	7.4	17.8	698,546.86	35.0	72.0	296,806.00	6.8	19.1	2,513,530.35	KENTUCKY			
LOUISIANA	2,211,957.38	34.9		36,156.53			1,920,942.56	296.4		575,841.35	102.5	2.2	1,897,957.74	LOUISIANA			
MAINE	1,854,792.48			1,854,792.48			1,854,792.48	194.8		1,854,792.48	106.7		1,854,792.48	MAINE			
MARYLAND	1,449,150.77		16.8	25,000.00			1,705,505.49	194.9		470,299.91	41.1		611,990.87	MARYLAND			
MASSACHUSETTS	553,235.37	1.7		357,357.95			570,271.43	38.6		570,271.43	43.3		293,792.30	MASSACHUSETTS			
MINNESOTA	1,223,703.42	-1		19,161.14	2.3		62,350.00	3.6		155,300.00	11.0		712,060.20	MINNESOTA			
MISSISSIPPI	1,352,511.46	20.9	13.0	197,269.27	13.1	9	1,946,320.99	198.8	.7	315,454.78	10.8	33.3	1,195,512.53	MISSISSIPPI			
MISSOURI	1,717,143.11	31.0	111.2	187,292.72	6.7	7.3	2,567,678.43	197.5	50.0	217,317.94	12.3	3.0	2,142,745.48	MISSOURI			
MONTANA	4,722,837.01	14.0		114,176.60	15.5		2,565,462.61	286.3	7.6	609,641.47	51.9		1,599,748.20	MONTANA			
NEBRASKA	3,323,183.27	9.5	12.5	145,076.13	8.4	8	501,351.87	270.5	76.7	504,957.57	86.2	34.2	1,179,275.23	NEBRASKA			
NEVADA	965,314.48	27.3		158,464.30	14.8	14.6	1,360,911.47	49.8	62.8	738,302.70	97.6	90.3	653,192.64	NEVADA			
NEW HAMPSHIRE	354,030.54	2.8		28,425.00			108,513.31	7.5		175,421.68	11.3		355,278.82	NEW HAMPSHIRE			
NEW JERSEY	984,500.08						797,750.00	53.2		42,060.00	2.8		726,842.44	NEW JERSEY			
NEW MEXICO	1,081,152.91	13.0		235,198.30			1,894,727.20	184.0		681,807.02	44.9	5.1	1,824,793.61	NEW MEXICO			
NEW YORK	5,370,472.83	15.5		21,300.00			5,031,100.59	335.9		3,801,035.34	231.7	6.5	3,150,322.97	NEW YORK			
NORTH CAROLINA	1,950,951.03	2.7		39,030.80	9.1		807,491.57	55.9	11.2	98,515.46	6.3		1,358,587.26	NORTH CAROLINA			
NORTH DAKOTA	1,157,118.42	23.2	104.9	11,353.05			1,287,245.90	452.5	108.6	115,179.09	44.2		1,205,131.75	NORTH DAKOTA			
OHIO	3,431,416.12	56.8	9.8	29,700.00	1.9		3,896,453.15	238.1	.1	141,128.22	8.8		3,590,005.87	OHIO			
OKLAHOMA	935,134.03	67.4	7.0	792,701.61	41.2	25.6	424,132.39	98.4		901,872.04	76.3	27.7	1,572,452.30	OKLAHOMA			
OREGON	2,353,913.91	5.5		72,435.27	10.9		2,353,913.91	3.0		72,435.27	20.1		178,502.58	OREGON			
PENNSYLVANIA	3,078,543.66	28.9		459,192.15			3,446,702.19	209.7		1,555,679.66	100.7		3,724,597.61	PENNSYLVANIA			
RHODE ISLAND	648,214.23	4.1		66,345.00			175,410.00	11.7		104,694.55	5.6		402,771.00	RHODE ISLAND			
SOUTH CAROLINA	1,087,855.17	4.0		1,000.00	4.4		990,814.40	114.0	37.4	63,637.77	53.4	60.1	800,105.83	SOUTH CAROLINA			
SOUTH DAKOTA	1,022,117.10	28.2	13.6	37,205.00			1,444,160.34	420.6	34.4	296,212.20	111.9	17.6	1,023,169.92	SOUTH DAKOTA			
TENNESSEE	1,325,395.35	304.33		689,282.66	15.0	5.8	1,320,954.44	78.3	32.3	2,403,010.70	102.9	94.3	1,812,843.98	TENNESSEE			
TEXAS	2,322,372.28	137.1	102.1	2,437,545.21	84.7	68.7	2,322,372.28	539.9	110.3	1,757,599.54	105.8	77.2	3,881,118.23	TEXAS			
UTAH	597,844.28	12.3		336,693.44	14.0		700,611.42	53.3		417,484.97	46.4	2.9	894,468.28	UTAH			
VERMONT	150,038.64	16.9		265,706.42			288,771.15	20.5		37,630.88	1.7		395,438.54	VERMONT			
VIRGINIA	969,126.08	43.5	3.7	34,089.17		3.9	824,429.43	48.6	15.2	696,225.13	45.4	6.4	1,209,939.40	VIRGINIA			
WASHINGTON	1,056,300.03			49,000.00	6.5		1,271,675.26	79.1	18.1	1,271,675.26			1,427,552.98	WASHINGTON			
WEST VIRGINIA	1,551,441.50	36.9	12.3	144,375.05			684,129.08	51.1	12.4	238,780.00	15.9		1,090,621.80	WEST VIRGINIA			
WISCONSIN	1,951,477.19	81.8	21.1	120,200.00	9.2		1,809,323.96	124.4	4.9	159,780.00	10.7		2,363,927.46	WISCONSIN			
WYOMING	789,293.44	31.7	19.1	24,573.69			497,031.26	85.6		114,748.31	22.5		1,090,174.46	WYOMING			
HAWAII	1,319,923.77						159,701.02	6.7					85,423.75	HAWAII			
TOTALS	79,237,392.69	1,042.7	543.9	9,211,847.15	433.1	197.0	79,985,374.43	7,274.2	775.9	30,213,578.22	2,330.2	34.8	74,600,261.84	TOTALS			

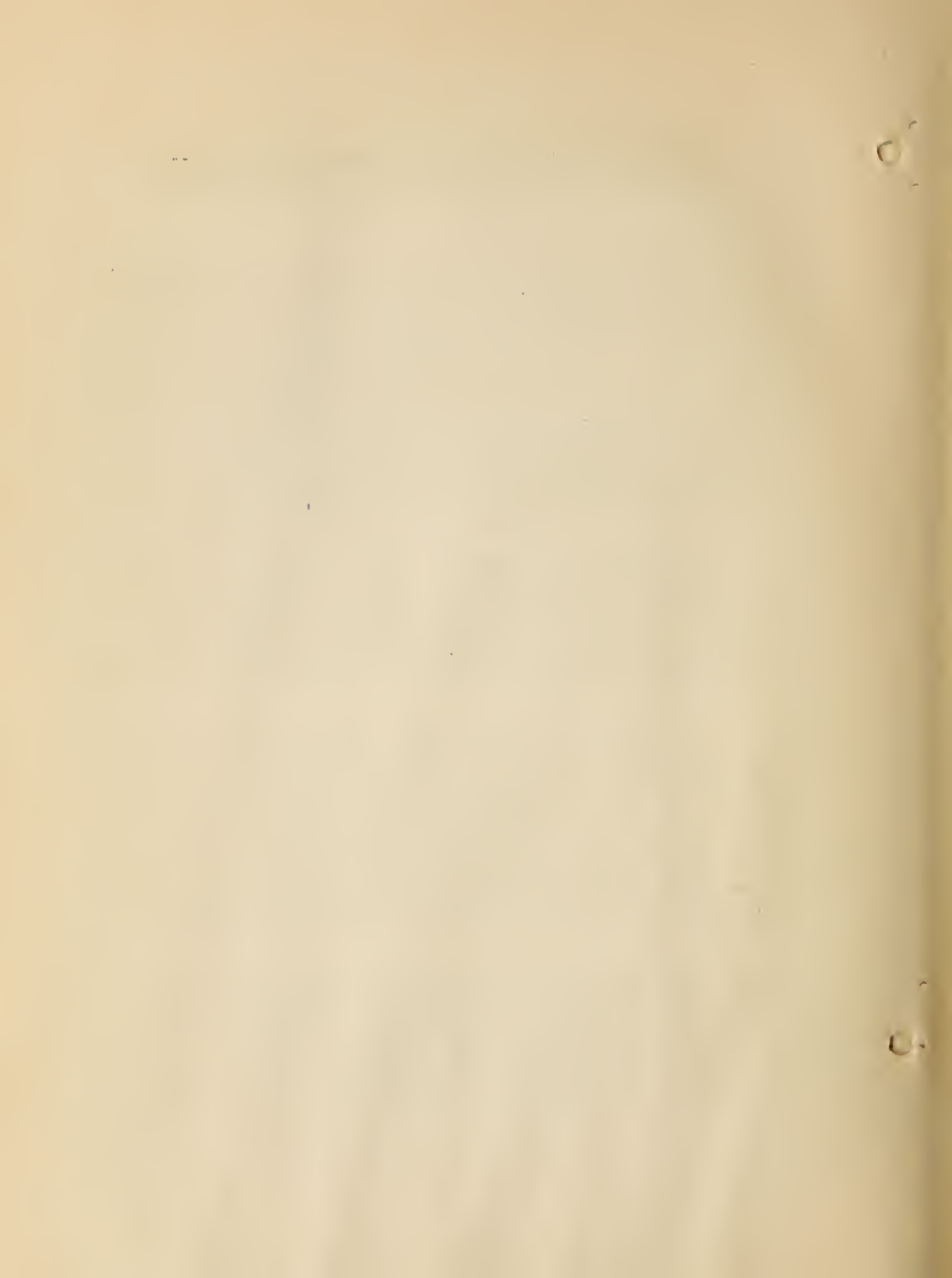
ROADSIDE ADVERTISING-SIGN COUNTS SHOW THAT INDUSTRIES
WHICH DEPEND UPON THE HIGHWAYS ARE THE WORST OFFENDERS
(NOT FOR RELEASE)

ROADSIDE ADVERTISING-SIGN COUNTS MADE ON SELECTED MAIN ROADS IN THE VICINITY OF THE NATIONAL CAPITAL, IN THE STATES OF MARYLAND AND VIRGINIA, DURING APRIL OF THIS YEAR, CONFIRM THE GENERAL CONCLUSIONS REACHED BY THE BUREAU THAT THE INDUSTRIES WHICH DEPEND UPON THE HIGHWAYS FOR THEIR WHOLE BUSINESS ARE THE WORST OFFENDERS IN ERECTING AND MAINTAINING GLARING AND DISFIGURING SIGNS ALONG THE HIGHWAYS. IT SHOULD BE EXPLAINED, HOWEVER, THAT OF THE TOTALS OF 33 AND 37 PER CENT SHOWN IN TABLES 1 AND 2 FOR SIGNS PERTAINING TO AUTOMOBILE AND ALLIED INTERESTS, THOSE DISPLAYED BY AUTOMOBILE MANUFACTURERS WERE 7 PER CENT OR LESS, THOSE BY TIRE COMPANIES 2.5 PER CENT OR LESS, THOSE BY OIL AND GAS PRODUCERS FROM 22.5 TO 24 PER CENT, AND MOTOR ACCESSORIES, OR GARAGES AND SERVICE STATIONS EACH LESS THAN 4 PER CENT.

AN INSPECTION OF A 107-MILE LOOP IN MARYLAND, AS SHOWN IN TABLE 1, INDICATES THAT 62 PER CENT OF THE SIGNS WERE ERECTED AND MAINTAINED BY AUTOMOBILE AND HOTEL AND ALLIED INTERESTS WHILE 38 PER CENT OF THE TOTAL REPRESENTED ALL OTHER TYPES OF ADVERTISING. THE DATA INDICATE THAT THE NUMBER OF SIGNS PER MILE CORRESPONDED ROUGHLY TO THE DENSITY OF THE TRAFFIC, VARYING FROM 16 TO 30 SIGNS TO THE MILE.

THE FIGURES IN TABLES 1 AND 2 ARE CONFINED TO THE RURAL HIGHWAYS OUTSIDE OF THE BOUNDARIES OF MUNICIPALITIES. ONLY THOSE SIGNS WERE COUNTED THAT WERE ERECTED ON THEIR OWN STANDARDS. SMALL TIN OR OTHER SIGNS NAILED TO FENCE POSTS, TREES, ETC., WERE NOT INCLUDED IN THE TABULATION. SIGNS, FACING IN BOTH DIRECTIONS ALONG THE ROAD WERE INCLUDED. WHERE THE ROUTE PASSED THROUGH UNINCORPORATED COMMUNITIES WHERE STORES LINED THE SIDES OF THE ROAD, THE HETEROGENOUS COLLECTION OF SIGNS AND PLACARDS DISPLAYED BY THE STORES OR OTHER PLACES OF BUSINESS WERE NOT COUNTED.

A SIMILAR COUNT IN THE STATE OF VIRGINIA SUMMARIZED IN TABLE 2 CONFIRMS THE MARYLAND FIGURES. IN VIRGINIA WHERE THE TRAFFIC WAS NOT SO HEAVY AS IN MARYLAND, THERE WERE CONSIDERABLY FEWER SIGNS ON 113 MILES OF ROAD THAN ON THE 107 MILES IN MARYLAND - A TOTAL OF 407 AGAINST 2,198 FOR THE LAST-NAMED STATE. THE COMPARISON OF THE TWO COUNTS SUMMARIZED IN TABLE 3 SHOWS THAT 50 PER CENT OF THE TOTAL NUMBER OF SIGNS IN VIRGINIA WERE



SPONSORED BY AUTOMOBILE, HOTEL, AND ALLIED INTERESTS AS AGAINST 62 PER CENT FOR MARYLAND. THE MARYLAND COUNT, HOWEVER, INCLUDED THE WASHINGTON-BALTIMORE PIKE, ONE OF THE HEAVIEST TRAVELED ROADS IN THIS REGION.

THESE CONCLUSIONS FROM THE COUNTS CORRESPOND ROUGHLY WITH THE RESULTS INDICATED BY A DIGEST OF THE CHARACTER OF ADVERTISING SIGNS SHOWN BY THE PHOTOGRAPHS SUBMITTED RECENTLY BY THE DISTRICT ENGINEERS. THESE DATA GIVEN IN TABLE 4, SHOW A TOTAL OF 53 PER CENT OF THE SIGNS WERE FOR THE DISPLAY OF ADVERTISEMENTS IN FAVOR OF AUTOMOBILE, HOTEL, OR ALLIED INTERESTS AND THE REMAINING 47 PER CENT INCLUDING OTHER MISCELLANEOUS ADVERTISING.

THE SUMMARIZED RESULTS OF THE TABULATIONS MADE BY THE HEADQUARTERS OFFICE, FOLLOW:





TABLE 2.- SUMMARY OF HIGHWAY-ADVERTISING-SIGN COUNT ON SELECTED MAIN ROADS
IN VIRGINIA IN THE VICINITY OF WASHINGTON, D.C.

ROUTE DESCRIPTION	NUMBER OF SIGNS OF DIFFERENT CHARACTER																			TOTALS			SIGNS:TRAFFIC
	AUTOS, TRUCKS	HOTELS, INNS,	FOOD PRODUCTS	TIRES, OIL, GAS,TEA ROOMS,	AND MERCHANTS,	CIGARS, CIGAR-	ACCESSORIES,	LUNCH ROOMS	GARAGES,	AND STANDS	ETTES, TOBACCO,	CLOTHING,	TAILORS, OTHER	MERCHANDISE AND:	MERCHANTS,	REAL ESTATE,	AMUSEMENTS, AND:	MISCELLANEOUS					
LENGTH:SERVICE STATIONS:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:				
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:				
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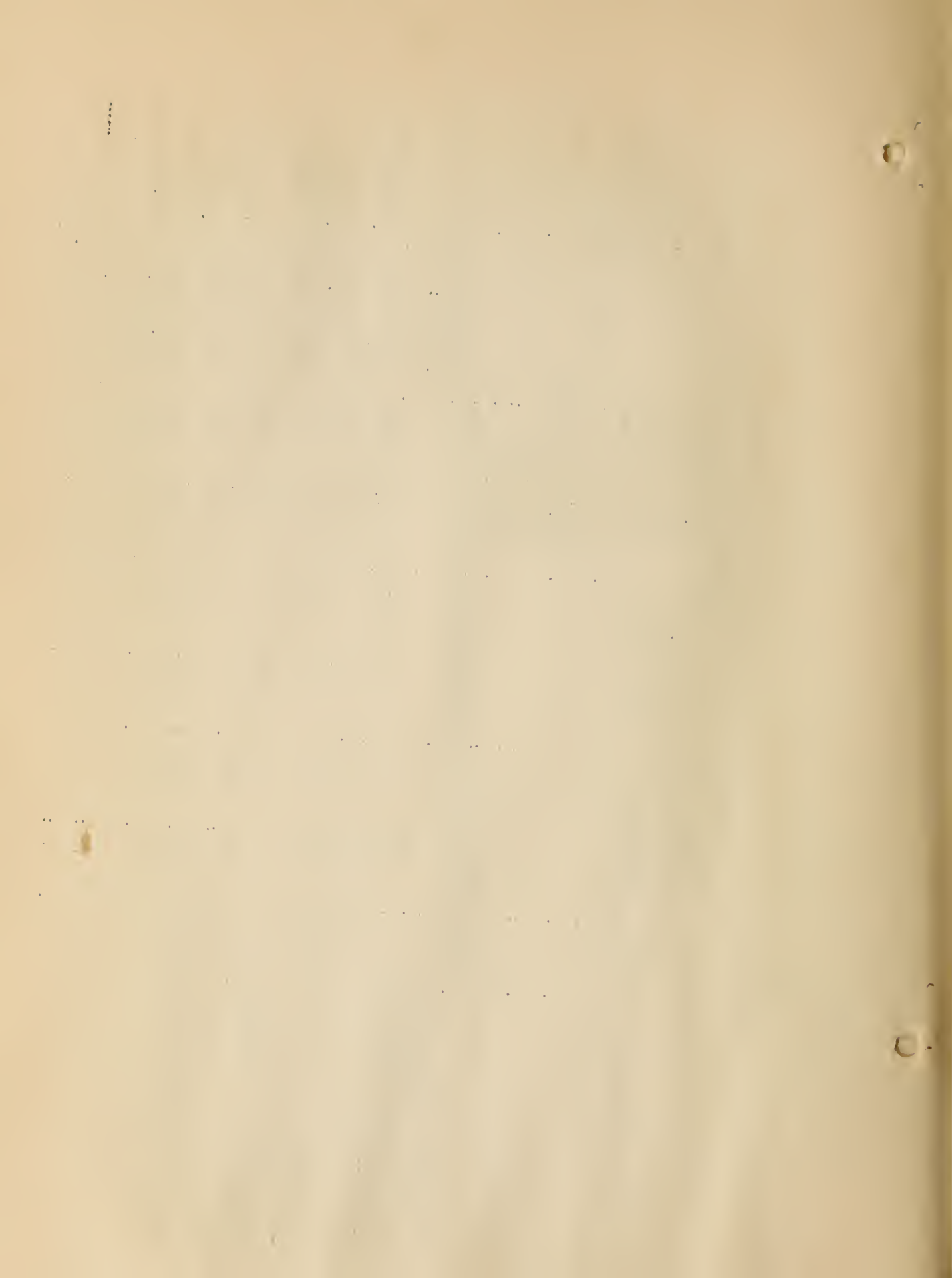


TABLE 3.— SUMMARY OF HIGHWAY-ADVERTISING-SIGN COUNT ON SELECTED MAIN ROADS
IN MARYLAND AND VIRGINIA IN THE VICINITY OF WASHINGTON, D.C.
AS SHOWN ON TABLES 1 AND 2

	:	: NUMBER OF SIGNS OF DIFFERENT CHARACTER	:	:	:
	:	AUTOS, TRUCKS, HOTELS, INNS,	:	FOOD PRODUCTS	:
	:	TIRES, OIL, GAS, TEA ROOMS,	:	AND MERCHANTS,	:
	:	ACCESSORIES, LUNCH ROOMS,	:	CIGARS, CIGAR-	:
	:	GARAGES, AND STANDS	:	ETTES, TOBACCO,	:
	:	DISTANCE SERVICE STATIONS:	:	CLOTHING,	SIGNS:TRAFFIC
STATE	:	SURVEYED:	:	TAILORS, OTHER TOTALS	PER : IN
	:		:	MERCHANDISE AND:	MILE VEHICLES
	:		:	MERCHANTS,	:
	:		:	REAL ESTATE,	PER
	:		:	AMUSEMENTS, AND:	DAY
	:		:	MISCELLANEOUS	:
	:	MILES	:	NUMBER PER CENT:NUMBER:PER NUM - :	:
	:		:		BER :CENT:BER :
	:		:		:
MARYLAND	:	107	:	726 : 33 : 637 : 29 : 835 : 38	2198: 100: 20.5: 2,000
VIRGINIA	:	113	:	152 : 37 : 53 : 13 : 202 : 50	407: 100: 3.6: 1,200
TOTALS	:	220	:	878 : 34 : 690 : 26 : 1,037 : 40	2605: 100: 11.8:

TABLE 4.- DIGEST OF CHARACTER OF PHOTOGRAPHS OF HIGHWAY ADVERTISING-SIGNS
SUBMITTED BY THE DISTRICT ENGINEERS

STATES	NUMBER OF SIGNS OF DIFFERENT CHARACTER										TOTALS	
	: AUTOS, TRUCKS, : : TIRES, OIL, GAS, : : ACCESSORIES : : GARAGES, : : SERVICE STATIONS: : : : : : : : :	: HOTELS, INNS : TEA ROOMS, : LUNCH ROOMS : AND STANDS : : : : : : : : :	: FOOD PRODUCTS : AND MERCHANTS, : CIGARS, CIGAR- : ETES, TOBACCO, : CLOTHING, : TAILORS, OTHER : MERCHANDISE AND: : MERCHANTS, : REAL ESTATE, : AMUSEMENTS, AND : MISCELLANEOUS :	: PER CENT	: PER CENT	: PER CENT	: PER CENT	: PER CENT	: PER CENT	: PER CENT	: NUMBER	: PER CENT
CONNECTICUT, MAINE, MASSACHUSETTS, NEW HAMPSHIRE, NEW JERSEY, NEW YORK, RHODE ISLAND, VERMONT	87	36	30	12	125	52	242	100				
ALABAMA, ILLINOIS, INDIANA, KANSAS, MARYLAND, MINNESOTA, OHIO, SOUTH CAROLINA, VIRGINIA	60	42	28	20	55	38	143	100				
ARIZONA, CALIFORNIA, COLORADO, IDAHO, NEVADA, OKLAHOMA, TEXAS, AND UTAH	53	43	13	10	59	47	125	100				
TOTALS	: 200	: 39	: 71	: 14	: 239	: 47	: 510	: 100				

MOTOR VEHICLE REGISTRATIONS, 1928, 1/
(CALENDAR YEAR)

STATES	2/ 1928-REGISTERED MOTOR VEHICLES INDIVIDUALLY & COMMERCIALLY OWNED				OTHER REGISTERED VEHICLES		TAX-EXEMPT OFFICIALS' MOTOR CARS AND MOTORCYCLES			NUMBER OF LICENSES, OR PERMITS		1927 GRAND TOTAL: VEHICLE REGISTRATIONS REGISTERED : NUMBER : MOTOR CARS : INCREASE OR : PER CENT AND TRUCKS : DECREASE (-) :		STATES
	GRAND TOTAL :	PASSENGER :	MOTOR :	TRUCKS & ROAD TRACTORS :	TRAILERS : 3/ :	MOTOR- CYCLES :	U.S. CAR :	STATE : AND : LOCAL : CAR :	MOTOR- CYCLES : (OFFIC.) :	DEALER8 : AND CHAUFFEUR8 :	1927 GRAND TOTAL: VEHICLE REGISTRATIONS REGISTERED : NUMBER : MOTOR CARS : INCREASE OR : PER CENT AND TRUCKS : DECREASE (-) :			
ALABAMA	269,519 :	235,026 :	34,493 :	1,952 :	611 :	167 :	666 :	-	586 :	1,097	243,539 :	25,980 :	ALABAMA	
ARIZONA	94,372 :	86,038 :	8,336 :	809 :	281 :	176 :	986 :	-	1,039 :	12,342	81,047 :	13,325 :	ARIZONA	
ARKANSAS	214,931 :	181,280 :	33,651 :	2,054 :	342 :	39 :	851 :	27	508 :	4,085	206,568 :	8,363 :	ARKANSAS	
CALIFORNIA	1,759,890 :	1,682,477 :	217,413 :	37,073 :	9,449 :	1,217 :	13,526 :	149 :	-	263,345	1,693,196 :	106,695 :	CALIFORNIA	
COLORADO	284,867 :	260,906 :	23,961 :	85 :	1,234 :	283 :	-	-	3,547 :	7,977	268,492 :	16,375 :	COLORADO	
CONNECTICUT	309,782 :	281,091 :	48,701 :	224 :	2,497 :	71 :	1,923 :	168 :	3,751 :	337,623	281,521 :	28,271 :	CONNECTICUT	
DELAWARE	51,210 6/ :	41,195 5/ :	10,015 :	301 :	345 :	44 :	-	-	610 :	56,923	47,124 :	4,086 :	DELAWARE	
FLORIDA	352,961 :	296,691 :	56,270 :	4/ 1,000 :	1,127 :	75 :	3,652 :	233 :	2,047 :	2,853	394,734 :	-41,773 :	FLORIDA	
GEORGIA	318,858 :	277,881 :	40,975 :	815 :	1,078 :	934 :	-	-	1,155 :	2,301	300,635 :	18,221 :	GEORGIA	
IOWA	108,154 :	96,960 :	11,194 :	264 :	406 :	103 :	1,231 :	18 :	458 :	395	101,338 :	8,818 :	IOWA	
ILLINOIS	1,504,369 19/ :	1,314,003 19/ :	190,356 :	3,742 :	5,826 :	979 :	-	-	4,548 :	94,169	1,438,985 :	65,374 :	ILLINOIS	
INDIANA	823,806 :	706,713 :	117,093 :	7,884 :	3,124 :	3,184 :	4,531 :	-	2,716 :	39,021	813,637 :	10,169 :	INDIANA	
IOWA	733,466 :	672,447 :	61,019 :	230 :	1,728 :	44 :	3,200 :	-	2,439 :	16,563	704,203 :	29,263 :	IOWA	
KANSAS	533,799 5/ :	471,897 5/ :	81,902 :	359 :	1,199 :	192 :	2,463 :	60	2,676 :	-	501,901 :	31,888 :	KANSAS	
KENTUCKY	304,231 :	272,636 :	31,595 :	-	742 :	90 :	1,910 :	66	1,138 :	9,146	285,621 :	18,610 :	KENTUCKY	
LOUISIANA	264,293 :	223,446 :	40,848 :	4,000 :	625 :	209 :	-	-	489 :	16,029	255,000 :	9,293 :	LOUISIANA	
MAINE	172,638 :	139,460 :	33,178 :	1,068 :	1,219 :	64 :	1,328 :	75	1,156 :	203,353	163,623 :	9,015 :	MAINE	
MARYLAND	285,311 :	275,221 :	10,090 :	883 :	2,232 :	1,969 :	1,500 :	-	5,853 :	76,569	276,863 :	8,448 :	MARYLAND	
MASSACHUSETTS	726,295 :	637,153 :	89,142 :	547 :	8,856 :	556 :	-	-	2,370 :	870,160	694,107 :	32,188 :	MASSACHUSETTS	
MICHIGAN	1,249,221 5/ :	1,084,615 5/ :	164,606 :	23,198 :	3,686 :	371 :	-	-	2,192 :	311,413	1,154,773 :	94,448 :	MICHIGAN	
MINNESOTA	673,573 :	563,789 :	89,784 :	3,894 :	2,083 :	262 :	1,153 :	-	2,144 :	-	646,682 :	26,891 :	MINNESOTA	
MISSISSIPPI	246,242 :	214,754 :	31,488 :	2,919 :	69 :	74 :	-	-	4/ 660 :	28,199	218,043 :	28,199 :	MISSISSIPPI	
MISSOURI	712,965 :	636,717 :	76,248 :	2,004 :	1,821 :	311 :	1,472 :	3	2,572 :	29,222	682,419 :	30,548 :	MISSOURI	
MONTANA	126,036 :	104,231 :	21,804 :	-	185 :	229 :	1,242 :	-	512 :	210	112,735 :	13,300 :	MONTANA	
NEBRASKA	391,356 :	358,173 :	33,182 :	2,976 :	1,026 :	226 :	1,288 :	-	3,344 :	-	373,912 :	17,443 :	NEBRASKA	
NEVADA	27,376 :	21,733 :	5,643 :	178 :	94 :	42 :	442 :	-	115 :	-	25,778 :	1,600 :	NEVADA	
NEW HAMPSHIRE	102,644 :	86,594 :	14,050 :	545 :	1,330 :	22 :	-	-	-	-	96,009 :	6,635 :	NEW HAMPSHIRE	
NEW JERSEY	758,430 :	629,748 :	128,682 :	1,998 :	5,633 :	708 :	6,363 :	846	3,178 :	1,188,736	712,398 :	46,034 :	NEW JERSEY	
NEW MEXICO	56,737 :	53,743 :	1,994 :	340 :	248 :	156 :	745 :	2	201 :	-	59,291 :	8,446 :	NEW MEXICO	
NEW YORK	2,083,942 :	1,760,549 :	323,393 :	7,148 :	14,594 :	1,666 :	14,153 :	1,208	4,852 :	2,494,156	1,937,918 :	146,024 :	NEW YORK	
NORTH CAROLINA	464,376 :	418,864 :	45,512 :	1,944 :	1,244 :	429 :	6,200 :	-	1,103 :	-	430,499 :	33,877 :	NORTH CAROLINA	
NORTH DAKOTA	173,525 :	151,778 :	21,747 :	-	236 :	3 :	-	-	-	-	160,701 :	12,824 :	NORTH DAKOTA	
OHIO	1,649,699 :	1,450,994 :	198,705 :	14,606 :	9,472 :	2,362 :	10,097 :	-	3,987 :	4,419	1,570,734 :	78,965 :	OHIO	
OKLAHOMA	529,843 :	465,550 :	64,293 :	-	1,124 :	530 :	-	-	1,384 :	-	503,126 :	26,717 :	OKLAHOMA	
OREGON	248,118 :	227,404 :	20,714 :	1,238 :	2,012 :	141 :	1,294 :	34	581 :	49,250	244,572 :	3,546 :	OREGON	
PENNSYLVANIA	1,642,207 :	1,420,957 :	221,250 :	4,285 :	13,807 :	1,383 :	943 :	-	4/ 4,300 :	1,993,455	1,554,915 :	87,292 :	PENNSYLVANIA	
RHODE ISLAND	125,698 :	106,155 :	19,543 :	81 :	1,071 :	56 :	685 :	95	318 :	144,876	118,014 :	7,684 :	RHODE ISLAND	
SOUTH CAROLINA	216,806 :	194,267 :	22,538 :	1,637 :	432 :	91 :	2,854 :	-	658 :	-	199,635 :	17,170 :	SOUTH CAROLINA	
SOUTH DAKOTA	191,374 :	171,067 :	20,307 :	-	230 :	85 :	945 :	-	1,061 :	-	169,552 :	21,822 :	SOUTH DAKOTA	
TENNESSEE	322,137 :	294,305 :	27,832 :	4,285 :	13,807 :	1,383 :	3,289 :	-	693 :	-	294,567 :	27,570 :	TENNESSEE	
TEXAS	1,214,297 :	1,060,028 :	154,269 :	11,955 :	3,481 :	2,505 :	-	-	3,881 :	10,178	1,111,407 :	102,890 :	TEXAS	
UTAH	98,541 :	84,220 :	14,321 :	-	520 :	173 :	-	-	-	-	93,974 :	4,567 :	UTAH	
VERMONT	88,231 :	78,686 :	7,645 :	248 :	521 :	28 :	-	-	376 :	89,608	79,587 :	6,704 :	VERMONT	
VIRGINIA	360,545 :	306,911 :	53,634 :	646 :	2,128 :	1,141 :	3,062 :	143	3,524 :	7,746	337,607 :	22,938 :	VIRGINIA	
WASHINGTON	402,875 :	344,977 :	57,898 :	2,279 :	2,598 :	637 :	3,981 :	139	4,783 :	499,149	384,583 :	18,292 :	WASHINGTON	
WEST VIRGINIA	251,568 :	215,787 :	35,769 :	600 :	1,355 :	33 :	2,094 :	124	4/ 1,088 :	73,468	245,819 :	5,737 :	WEST VIRGINIA	
WISCONSIN	742,136 :	646,747 :	95,388 :	412 :	2,746 :	92 :	1,268 :	120	-	-	698,289 :	43,846 :	WISCONSIN	
WYOMING	56,338 :	48,760 :	7,576 :	-	128 :	209 :	296 :	-	329 :	-	61,955 :	4,391 :	WYOMING	
DIST. OF COL.	128,556 :	112,505 :	14,051 :	-	1,092 :	837 :	2,188 :	200	1,835 :	34,025	111,980 :	14,878 :	DIST. OF COL.	
TOTALS	24,493,124 :	21,379,125 :	3,113,999 :	148,169 :	117,946 :	8/ 33,179 :	103,818 :	3,710	8/ 86,734 :	8,941,861	23,133,241 :	1,359,893 :	TOTALS	

NOTES: 1/ THIS TABLE LISTS ONLY THE NUMBER OF REGISTRATIONS, LICENSES, AND PERMITS:

FOR FINANCIAL STATEMENT (SEE TABLE MW-2(1928)).

2/ THE FIRST THREE COLUMNS SHOW REGULARLY REGISTERED MOTOR CARS AND TRUCKS WHICH PAY REGULAR LICENSE FEES, ELIMINATING REREGERISTRATION, NONRESIDENT REGISTRATIONS, ETC. BUSES ARE INCLUDED WITH PASSENGER CARS EXCEPT AS NOTED.

3/ SOME STATES INCLUDE TRAILERS WITH TRUCKS, OTHERS DO NOT REGISTER SAME.

4/ ESTIMATED.

5/ REPORTED WITH TRACTORS, BUT HERE SEPARATED AS PER SEMI-ANNUAL REPORT.

6/ BUSES REGISTERED WITH TRUCKS.

7/ TRAILERS REGISTERED AS TRUCKS.

8/ AS REPORTED BY BUREAU OF TRUCKS.

9/ DECREASE COMPARED TO PREVIOUS YEARS DUE TO ELIMINATED DEALERS' PLATES FORMERLY REPORTED BY SOME STATES.

MOTOR VEHICLE REGISTRATION FEES, LICENSES, PERMITS, FINES, ETC., 1928
ALSO GROSS RECEIPTS AND DISPOSITION OF FUND 1/
FOR CALENDAR YEAR 1928

(COMPILED FROM REPORTS OF STATE AUTHORITIES)

STATES 2/	TOTAL GROSS RECEIPTS	REGISTRATION RECEIPTS 2/			MISCELLANEOUS RECEIPTS 2/			COLLECTION AND ADMIN- ISTRATION	DISPOSITION OF GROSS RECEIPTS			STATES 2/
		TOTAL MOTOR CARS	PASSENGER CARS AND BUSES	TRUCKS AND TRACTORS	OTHER VEHICLES - TRAILERS CYCLES	DEALERS' LICENSES	CHAUFFEUR PERMITS	OTHER MISCELL- ANEOUS	STATE HIGHWAYS	LOCAL ROADS	STATE & COUNTY ROAD BONDS	
ALABAMA 2/	\$3,474,065	943,348	\$300,582	\$132,864	3,078	\$3,617	\$12,568	\$151,721	\$1,075,501	\$677,443	\$1,559,400	ALABAMA 2/
ARIZONA	3,765,995	3,705,281	-	-	3,010	5,194	21,395	15,323	832,986	832,986	-	ARIZONA
ARKANSAS	9,292,301	7,957,558	6,174,678	2,692,850	269,318	34,332	330,475	4,425,542	3,910,311	567,901	2,309,462	ARKANSAS
CALIFORNIA	1,559,931	1,331,484	632,447	2,504	2,504	28,350	15,871	165,313	811,335	3,910,311	567,901	CALIFORNIA
CONNECTICUT	7,373,593	6,627,215	4,222,116	1,405,059	462	83,274	1,041,649	609,197	7,373,593	811,335	-	CONNECTICUT
DELAWARE	928,916	745,256	540,046	205,210	4,641	1,463	159,279	1,422	928,916	-	-	DELAWARE
FLORIDA	4,935,995	4,873,511	3,611,324	1,252,287	-	5,384	26,684	24,325	3,201,150	1,155,449	-	FLORIDA
GEORGIA	4,041,767	3,975,763	3,320,729	655,034	9,357	37,682	4,457	143,088	1,559,400	-	-	GEORGIA
IDAHO	1,625,949	1,578,391	1,308,491	269,900	4,645	2,023	27,300	13,800	1,480,400	-	-	IDAHO
ILLINOIS	16,821,530	14,578,770	11,127,192	3,451,578	66,678	88,165	331,292	249,223	9,337,237	-	8,149,016	ILLINOIS
INDIANA	5,751,781	5,348,395	4,121,143	1,227,253	39,678	5,501	54,600	269,054	5,052,548	-	-	INDIANA
IOWA	10,692,767	10,133,702	9,092,308	1,041,394	4,058	5,864	33,125	434,820	10,088,490	367,712	-	IOWA
KANSAS	5,394,448	5,376,693	-	-	-	-	-	17,755	286,846	3,213,511	1,894,091	KANSAS
KENTUCKY	4,725,258	4,582,043	3,605,492	976,751	-	5,477	22,485	82,378	4,041,685	488,375	-	KENTUCKY
KYUENTUCKY	2,783,569	2,783,569	-	-	-	-	-	9	4,353,534	-	-	KYUENTUCKY
MARYLAND	3,034,621	2,330,885	2,087,601	283,384	18,663	34,701	156,137	303,452	2,124,234	-	1,038,802	MARYLAND
MASSACHUSETTS	13,919,618	11,127,853	7,854,817	3,273,036	24,127	29,564	69,185	1,740,320	11,643,077	-	924,528	MASSACHUSETTS
MICHIGAN	20,056,848	18,357,157	13,942,513	4,414,644	248,659	14,377	96,771	1,072,718	729,053	6,000,000	-	MICHIGAN
MINNESOTA	10,101,785	10,010,861	8,350,128	1,650,733	15,181	7,765	38,472	29,505	6,507,230	12,242,012	3,554,555	MINNESOTA
MISSISSIPPI 2/	2,814,150	-	-	-	-	-	-	-	140,707	2,479,281	-	MISSISSIPPI 2/
MISSOURI 2/	8,785,509	-	-	-	-	-	-	-	370,000	5,282,109	-	MISSOURI 2/
MONTANA 2/	1,298,828	-	-	-	-	-	-	-	118,131	1,180,596	-	MONTANA 2/
NEBRASKA	3,950,788	3,728,512	3,166,236	562,276	5,549	3,489	49,349	163,889	1,149,797	2,682,860	-	NEBRASKA
NEVADA 2/	249,111	-	-	-	-	-	-	-	11,485	109,790	-	NEVADA 2/
NEW HAMPSHIRE	2,070,957	1,673,914	-	-	-	29,305	276,223	151,790	1,506,498	-	-	NEW HAMPSHIRE
NEW JERSEY	13,565,029	5,533,554	5,134,850	3,768,674	71,778	73,285	2,797,372	573,839	849,659	4,538,976	-	NEW JERSEY
NEW MEXICO	34,354,701	35,765,191	30,730,374	4,034,816	1,056	10,710	156,137	13,673	303,452	185,712	-	NEW MEXICO
NORTH CAROLINA 2/	6,038,140	31,094,438	22,301,359	8,783,039	130,341	63,561	204,728	2,819,542	23,301,633	5,150,170	-	NORTH CAROLINA 2/
NORTH DAKOTA	1,775,145	1,780,005	1,431,339	328,667	-	1,285	13,380	474	170,000	17,857,573	1,812,806	NORTH DAKOTA
OHIO	11,840,258	11,265,581	6,404,465	4,851,115	134,019	21,617	11,392	328,308	386,503	5,483,924	-	OHIO
OKLAHOMA 2/	8,258,610	-	-	-	-	-	-	-	2,503,444	5,755,166	-	OKLAHOMA 2/
OREGON	6,969,221	6,720,469	5,741,931	978,538	-	10,904	59,880	149,755	300,000	1,685,855	-	OREGON
PENNSYLVANIA	27,113,777	80,750,327	14,382,318	6,378,009	48,694	34,054	2,395,656	3,791,046	20,509,755	1,687,305	18/ 3,336,061	PENNSYLVANIA
RHODE ISLAND	2,273,819	1,832,157	1,388,885	443,262	1,419	3,778	289,752	131,925	2,031,516	30,398	-	RHODE ISLAND
SOUTH CAROLINA	2,440,539	2,281,572	1,941,801	339,771	24,765	29,850	-	102,907	25,398	2,415,141	-	SOUTH CAROLINA
SOUTH DAKOTA	2,501,905	2,872,391	2,480,721	391,670	-	1,073	-	1,901	59,901	1,450,002	-	SOUTH DAKOTA
TENNESSEE 2/	4,065,478	16,980,630	14,117,570	2,862,960	162,492	60,025	30,203	474,107	109,014	3,957,464	-	TENNESSEE 2/
TEXAS	17,701,251	17,701,251	14,117,570	2,862,960	162,492	60,025	30,203	474,107	109,014	3,957,464	-	TEXAS
UTAH 2/	731,340	1,793,717	1,497,525	295,112	-	29,347	230,842	43,945	130,000	343,370	257,970	UTAH 2/
VIRGINIA	6,572,048	6,158,554	4,342,248	898,305	5,913	65,276	35,584	287,152	2,090,960	-	-	VIRGINIA
WASHINGTON	7,028,291	6,368,405	4,957,338	1,411,067	50,120	13,539	60,423	7,035	5,312,045	-	-	WASHINGTON
WEST VIRGINIA	4,142,595	3,805,997	2,985,549	820,448	3,985	48,084	119,432	158,695	2,031,516	2,038,965	-	WEST VIRGINIA
WISCONSIN	10,774,707	10,408,621	8,341,584	2,067,037	16,861	15,380	332,057	1,388	539,497	6,645,210	2,640,000	WISCONSIN
WYOMING	572,570	559,904	438,840	131,064	614	1,283	-	769	572,570	-	-	WYOMING
DISTRICT OF COLUMBIA	473,891	135,454	-	-	-	1,092	102,075	233,525	132,527	-	-	DISTRICT OF COLUMBIA
DETAILED TOTALS 2/	288,893,894	258,527,541	-	-	1,402,181	397,078	14,725,475	12,127,095	208,880,272	60,399,109	31,825,911	DETAILED TOTALS 2/
GRAND TOTALS	322,630,025	-	-	-	-	-	-	-	208,880,272	60,399,109	31,825,911	GRAND TOTALS

NOTES:

1/ FINANCIAL DATA ONLY ON THIS TABLE; FOR NUMBER OF REGISTRATIONS, ETC. SEE TABLE MW-1(1928).

2/ GENERAL STATES DO NOT REPORT COMPLETE DETAILS AND RECEIPTS ARE NOT INCLUDED IN "DETAIL TOTALS".

3/ INCLUDES \$340,740 ON STATE BONDS AND \$1,568,122 ON COUNTY BONDS.

4/ INCLUDES \$1,000,000 ON STATE BONDS AND \$1,000,000 ON COUNTY BONDS.

5/ INCLUDES \$1,000,000 ON STATE BONDS AND \$1,000,000 ON COUNTY BONDS.

6/ INCLUDES \$1,000,000 ON STATE BONDS AND \$1,000,000 ON COUNTY BONDS.

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23/ INCLUDES \$1,000,000 ON STATE BONDS AND \$1,000,000 ON COUNTY BONDS.

24/ INCLUDES \$1,000,000 ON STATE BONDS AND \$1,000,000 ON COUNTY BONDS.

25/ INCLUDES \$1,000,000 ON STATE BONDS AND \$1,000,000 ON COUNTY BONDS.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Q-1 (1928)
R. S. A.

GASOLINE TAXES, 1928

TOTAL TAX EARNED ON MOTOR FUEL, ETC., REFUND, DISPOSITION OF FUND, AND GALLONS TAXED
(FROM REPORTS OF STATE AUTHORITIES)

STATE	GROSS TAX ASSESSED PRIOR TO DEDUCTION OF REFUND	EXEMPTION REFUND (DEDUCTED FROM GROSS TAX)	TOTAL TAX EARNING ON FUEL FOR MOTOR VEHICLES 1/	OTHER RECEIPTS, UNDER TAX LAW (LICENSES)	GRAND TOTAL EARNING (TAX AND OTHER RECEIPTS)	COLLECTION COST 2/	DISPOSITION OF GRAND TOTAL EARNING			FOR MISCELLANEOUS PURPOSES	TAX RATE, 1928			NET GALLONS OF GASOLINE TAXED AND USED BY MOTOR VEHICLES	STATE							
							CONSTRUCTION & MAINTENANCE ON RURAL ROADS	STATE (S) AND COUNTY (C) ROAD BOND PAYMENT	LOCAL ROADS		CENTS PER GALLON JAN. 1ST.	DEC.	RATE CHANGE									
																STATE HIGHWAY						
ALABAMA	\$ 6,497,551	--	\$ 6,497,551	3/ \$116,746	\$ 6,614,297	5/ \$ 35,479	\$ 2,725,893	\$ 3,296,387	4/ \$ 556,538	--	4	4	5/ 162,435,774	ALABAMA								
ARIZONA	2,263,215	\$ 246,013	2,013,202	-- 36	2,019,238	--	1,261,412	756,826	--	--	4	4	50,455,046	ARIZONA								
ARKANSAS	5,684,415	301,633	5,382,782	--	5,382,782	107,656	1,194,212	807,417	7/ 3,283,497	--	5	5	106,147,481	ARKANSAS								
CALIFORNIA	32,276,919	2,710,149	29,566,769	--	29,566,769	45,739	8/ 19,680,687	9,840,343	--	--	3	3	985,558,973	CALIFORNIA								
COLORADO	4,260,393	339,169	3,921,224	42,083	3,963,246	45,497	2,702,191	1,158,082	10/ \$ 14,454	--	3	3	130,707,467	COLORADO								
CONNECTICUT	3,468,752	--	3,468,752	--	3,468,752	--	3,511,676	--	--	--	2	2	173,437,589	CONNECTICUT								
DELAWARE	834,784	34,435	800,349	22,392	824,741	--	800,349	--	--	--	3	3	26,678,310	DELAWARE								
FLORIDA	11,235,825	--	11,235,825	--	11,235,825	15,341	6,741,136	2,247,045	11/ 2,254,096	--	5	5	224,704,496	FLORIDA								
GEORGIA	9,245,495	--	9,245,495	--	9,245,495	15,341	5,150,804	2,060,321	12/ 1,030,161	--	4	4	206,137,161	GEORGIA								
IDAHO	2,005,908	122,043	1,883,865	158	1,884,023	13,450	1,870,573	--	--	--	4	4	47,096,637	IDAHO								
ILLINOIS 13/	885,351	48,525	836,826	--	836,826	19,142	7,438,938	2,789,602	14/ 836,826	2 13/ 2	2	2/26	41,841,273	ILLINOIS 13/								
INDIANA	11,653,982	476,413	11,177,569	--	11,177,569	23,297	3,446,331	5,066,000	16/ 929,867	--	3	3	372,584,968	INDIANA								
IOWA	9,193,546	663,918	8,529,628	--	8,529,628	23,297	4,517,041	877,800	--	--	3	3	284,520,934	IOWA								
KANSAS	5,939,510	544,669	5,394,841	--	5,394,841	23,278	6,719,946	--	--	--	2	2	263,742,067	KANSAS								
KENTUCKY	3,741,781	--	3,741,781	1,443	3,743,224	23,278	6,719,946	--	--	--	5	5	134,835,629	KENTUCKY								
LOUISIANA	3,380,931	--	3,380,931	--	3,380,931	--	3,190,931	--	--	--	2	2	139,046,556	LOUISIANA								
MAINE	3,288,178	95,734	3,192,444	--	3,192,384	17,565	3,174,819	--	--	--	4	4	70,011,319	MAINE								
MARYLAND	5,607,566	181,693	5,425,873	--	5,425,873	2,500	4,338,698	--	--	--	4	4	135,648,826	MARYLAND								
MASSACHUSETTS	20,200,021	1,865,181	18,334,840	--	18,334,840	90,122	9,499,452	5,399,874	17/ 1,084,975	--	(No Tax) 18/	--	611,161,335	MASSACHUSETTS								
MICHIGAN	6,211,768	443,568	5,768,201	--	5,768,201	20/	5,768,201	--	--	--	2	2	288,404,938	MICHIGAN								
MINNESOTA	5,564,711	161,784	5,402,927	21/ 131,842	5,534,769	5,600	2,590,831	2,984,805	21/ 215,257	--	4 5 12/1	--	146,334,223	MINNESOTA								
MISSISSIPPI	7,100,013	--	7,100,013	--	7,100,013	57,446	6,946,229	--	--	--	3	3	347,411,433	MISSISSIPPI								
MISSOURI	2,144,794	461,350	1,683,404	--	1,683,404	10,280	1,673,124	--	--	--	3	3	56,113,461	MISSOURI								
MONTANA	3,968,921	27,757	3,941,164	--	3,941,164	6,761	3,934,403	--	--	--	2	2	197,056,187	MONTANA								
NEBRASKA	5,750,561	476,413	5,274,148	--	5,274,148	3,511,186	3,265,593	265,593	--	--	4	4	13,279,660	NEBRASKA								
NEVADA	1,975,062	44,427	1,930,635	--	1,930,635	340	1,412,501	--	--	--	4	4	47,079,932	NEVADA								
NEW HAMPSHIRE	8,446,930	--	8,446,930	23,406	8,470,336	11,995	8,368,341	--	22/ 470,834	--	2	2	422,346,478	NEW HAMPSHIRE								
NEW JERSEY	1,835,500	--	1,835,500	16,137	1,851,637	37,041	1,414,496	--	25/ 90,000	--	5	5	36,728,005	NEW JERSEY								
NEW MEXICO	(No Tax)	--	--	--	--	--	--	--	(S) 400,500	--	(No Tax)	--	---	NEW MEXICO								
NEW YORK	10,117,614	330,603	9,787,011	--	9,787,011	9,687	6,869,282	--	--	--	(No Tax)	--	---	NEW YORK								
NORTH CAROLINA	2,202,679	724,572	1,478,107	1,362	1,479,469	25,000	1,454,469	--	25/ (\$12,908,042	--	4	4	244,675,264	NORTH CAROLINA								
NORTH DAKOTA	25,618,585	933,286	24,685,299	--	24,685,299	--	15,760,943	4,147,616	15/ 4,977,140	--	2	2	73,973,434	NORTH DAKOTA								
OHIO	8,170,719	22,818	8,147,901	--	8,147,901	--	5,431,934	2,715,967	--	--	3	3	279,996,597	OHIO								
OKLAHOMA	4,308,417	300,158	4,008,259	--	4,008,259	8,793	3,999,466	--	--	--	3	3	141,284,704	OKLAHOMA								
OREGON	21,938,064	--	21,938,064	--	21,938,064	--	14,123,214	4,707,738	(S) 3,187,112	--	3	3	733,263,795	OREGON								
PENNSYLVANIA	1,182,328	--	1,182,328	--	1,182,328	--	866,746	--	--	--	3	3	59,116,396	PENNSYLVANIA								
RHODE ISLAND	21,003	--	21,003	--	21,003	--	5,518,240	--	--	--	2	2	110,364,802	RHODE ISLAND								
SOUTH CAROLINA	4,368,331	849,158	3,519,173	--	3,519,173	7,698	2,270,275	--	(C) 551,824	--	5	5	76,965,809	SOUTH CAROLINA								
SOUTH DAKOTA	5,134,520	--	5,134,520	--	5,134,520	51,346	5,083,254	--	(C) 940,970	--	4	4	171,153,353	SOUTH DAKOTA								
TENNESSEE	17,945,037	--	17,945,037	--	17,945,037	--	13,499,778	--	--	--	3	3	681,135,373	TENNESSEE								
TEXAS	1,664,247	--	1,664,247	405	1,664,652	5,500	1,143,222	--	(S) 515,930	28/ 4,486,259	3 22/ 2	9/1	47,577,166	TEXAS								
UTAH	1,118,662	--	1,118,662	--	1,118,662	--	1,115,962	--	--	--	3 1/2	3 1/2	37,311,088	UTAH								
VIRGINIA	9,039,604	423,365	8,616,239	--	8,616,239	--	3,742,519	2,872,080	--	--	3	3	210,326,734	VIRGINIA								
WASHINGTON	4,356,274	339,280	4,016,994	--	4,016,994	30/	2,705,515	--	--	--	4 1/2	4 1/2	107,547,068	WASHINGTON								
WEST VIRGINIA	4,455,070	159,391	4,295,679	6,226	4,301,905	--	2,308,109	--	--	--	2	2	342,837,969	WEST VIRGINIA								
WISCONSIN	7,142,928	286,169	6,856,759	--	6,856,759	9,985	6,856,759	3,831,933	(S) 32/2,000,000	15/ 493,645	4	4	342,837,969	WISCONSIN								
WYOMING	965,851	1,534	964,317	--	964,317	2,373	951,944	--	--	--	2	2	31,810,563	WYOMING								
DIST. OF COLUMBIA	1,271,586	8,438	1,263,148	--	1,263,148	---	---	---	---	---	33/ 1,263,148	---	63,157,367	DIST. OF COLUMBIA								
TOTAL	304,871,766	362,076	305,233,842	694,601	305,928,443	---	---	---	---	---	---	---	18,491,754	TOTAL								
AVERAGE RATE 3.00														17,619,995	57,380,901	305,233,842	694,601	211,046,591	18,491,754	3.00	34,101,778,344,771	TOTAL

NOTES:
1/ THIS IS THE NET TAX AFTER DEDUCTION OF REFUND FOR EXEMPTIONS ACCORDING TO LAW AND REPRESENTS THE ACTUAL TAXES AVAILABLE FOR DISPOSITION. THE FIRST TWO COLUMNS SHOW ONLY THE PROCEDURE AND ARE NOT TOTALLED, BEING OF MINOR IMPORTANCE.

2/ COLLECTION COSTS IN MANY STATES ARE PAID FROM OTHER STATE FUNDS, AND WHEN AMOUNTS AND SOURCES ARE REPORTED COSTS ARE ENTERED BELOW.

3/ BACK TAX RECEIPTS.

4/ ON STATE HIGHWAYS, 7 GALLONS CONSUMED IN A PREVIOUS YEAR TAXED AT 2 CENTS BUT NOT THEN REPORTED.

5/ GALLONS CONSUMED IN A PREVIOUS YEAR TAXED AT 2 CENTS BUT NOT THEN REPORTED.

6/ PAID FOR COLLECTION FROM STATE HIGHWAY BONDS AND \$2,799,047 ON LOCAL ROAD BONDS.

7/ INCLUDES \$184,450 ON STATE HIGHWAY BONDS AND \$2,799,047 ON LOCAL ROAD BONDS.

8/ INCLUDES AMOUNTS REPORTED UNAPPORTIONED.

9/ INCLUDES ALL EXPENSE OF STATE INSPECTOR OF UTL.

10/ PAID FOR OIL INSPECTION FEES TRANSFERRED TO STATE GENERAL FUND.

11/ FOR SCHOOLS AND SCHOOLS BUILDINGS \$2,247,045, AND FOR PUBLIC SCHOOLS \$7,051.

12/ JANUARY TAX DISPOSITION.

13/ HELD AT DISPOSAL OF COURT.

14/ ONLY JANUARY DISPOSITION SHOWN; REMAINING 11 MONTHS ESTIMATED AT 671,000,000 GALLONS.

15/ FOR CITY STREETS

16/ FOR IMPROVEMENT AND REPAIR OF WASHINGTON STREETS.

17/ FOR APPROXIMATE TOTAL OF ALL STATES ADD ESTIMATED AMOUNTS NOTED FOR ILLINOIS, MASSACHUSETTS AND NEW YORK.



4,291 GRADE CROSSINGS ELIMINATED WITH FEDERAL AID
SINCE 1916

COMPILED FROM DATA SUBMITTED BY THE DIVISION OF DESIGN

SINCE THE ENACTMENT OF THE ORIGINAL FEDERAL-AID HIGHWAY LEGISLATION IN 1916, THERE HAVE BEEN ELIMINATED FROM THE FEDERAL-AID HIGHWAY SYSTEM WITH FEDERAL AID, 4,291 HIGHWAY-RAILROAD GRADE CROSSINGS AS SHOWN BY THE ATTACHED TABLE. OF THIS NUMBER 947 GRADE CROSSINGS HAVE BEEN DISPOSED OF BY THE SEPARATION OF GRADES, AND 3,344 BY RELOCATION OF THE ROAD. DURING THE CALENDAR YEAR 1928, THERE WERE 390 GRADE CROSSINGS ELIMINATED, 107 BY GRADE SEPARATION, AND 283 BY RELOCATION OF THE HIGHWAY. IT SHOULD BE BORNE IN MIND, HOWEVER, THAT MANY OF THESE CROSSINGS, ALTHOUGH ELIMINATED FROM THE FEDERAL-AID HIGHWAY SYSTEM, MAY NOT BE ABANDONED ENTIRELY, BUT OFTEN REVERT TO THE STATUS OF CROSSINGS ON LOCAL ROADS WHICH ARE STILL MAINTAINED FOR PUBLIC USE.

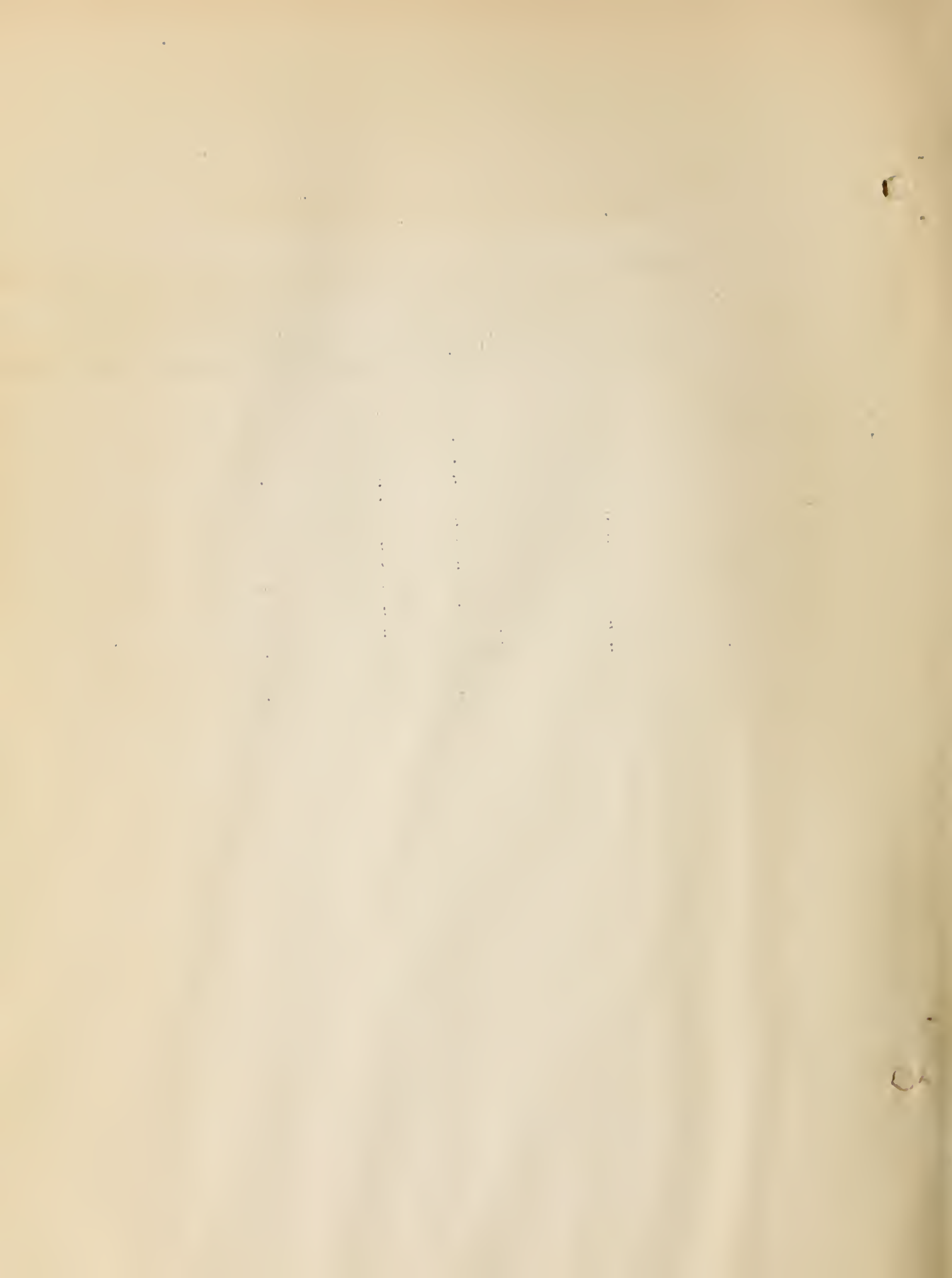
THE STATISTICS PUBLISHED IN THE NEWS LETTER FOR DECEMBER, 1927, VOL. 3, NO. 2, WERE BASED ON A COUNT OF GRADE-CROSSING ELIMINATIONS DATED FROM THE PASSAGE OF THE FEDERAL-AID HIGHWAY ACT OF NOVEMBER 9, 1921 TO NOVEMBER 11, 1927, AS INDICATED ON THE PLANS SUBMITTED TO THE HEADQUARTERS OFFICE OF THE BUREAU. SINCE THESE PREVIOUS FIGURES WERE RELEASED, THE DISTRICT ENGINEERS HAVE SUBMITTED DATA INCLUDING ALL THE GRADE CROSSINGS THAT HAVE BEEN ELIMINATED FROM THE FEDERAL-AID HIGHWAY SYSTEM, WITH FEDERAL AID, EITHER BY GRADE SEPARATION OR RELOCATION, SINCE THE PASSAGE OF THE ORIGINAL FEDERAL-AID ROAD ACT IN 1916 TO DECEMBER 31, 1928. THESE MOST-RECENT DATA SUBMITTED BY THE DISTRICT ENGINEERS ARE SHOWN IN THE FOLLOWING TABLE:

NUMBER OF GRADE CROSSINGS ELIMINATED FROM FEDERAL-AID
HIGHWAY SYSTEM WITH FEDERAL AID

STATE	: TOTAL NUMBER OF GRADE CROSSINGS :			: TOTAL NUMBER OF GRADE CROSSINGS :		
	: ELIMINATED FROM 1917 TO :			: ELIMINATED DURING THE :		
	: DECEMBER 31, 1928 :			: CALENDAR YEAR 1928 :		
	: BY GRADE :	: BY RELOCATION :		: BY GRADE :	: BY RELOCATION :	
	: SEPARATION :	: OF HIGHWAY :	: TOTALS :	: SEPARATION :	: OF HIGHWAY :	: TOTALS :
ALABAMA	: 38 :	: 91 :	: 129 :	: 12 :	: 19 :	: 31 :
ARIZONA	: 6 :	: 19 :	: 25 :	: 2 :	: 0 :	: 2 :
ARKANSAS	: 11 :	: 65 :	: 76 :	: 0 :	: 3 :	: 3 :
CALIFORNIA	: 18 :	: 20 :	: 38 :	: 2 :	: 3 :	: 5 :
COLORADO	: 13 :	: 33 :	: 46 :	: 3 :	: 4 :	: 7 :
CONNECTICUT	: 5 :	: 2 :	: 7 :	: 0 :	: 2 :	: 2 :
DELAWARE	: 0 :	: 0 :	: 0 :	: 0 :	: 0 :	: 0 :
FLORIDA	: 7 :	: 25 :	: 32 :	: 0 :	: 0 :	: 0 :
GEORGIA	: 40 :	: 142 :	: 182 :	: 6 :	: 15 :	: 21 :
IDAHO	: 13 :	: 44 :	: 57 :	: 2 :	: 3 :	: 5 :
ILLINOIS	: 40 :	: 121 :	: 161 :	: 3 :	: 18 :	: 21 :
INDIANA	: 18 :	: 91 :	: 109 :	: 1 :	: 23 :	: 24 :
IOWA	: 59 :	: 153 :	: 212 :	: 0 :	: 0 :	: 0 :
KANSAS	: 27 :	: 126 :	: 153 :	: 3 :	: 20 :	: 23 :
KENTUCKY	: 19 :	: 76 :	: 95 :	: 0 :	: 4 :	: 4 :
LOUISIANA	: 7 :	: 14 :	: 21 :	: 0 :	: 1 :	: 1 :
MAINE	: 1 :	: 18 :	: 19 :	: 1 :	: 2 :	: 3 :
MARYLAND	: 9 :	: 5 :	: 14 :	: 1 :	: 0 :	: 1 :
MASSACHUSETTS	: 0 :	: 9 :	: 9 :	: 0 :	: 3 :	: 3 :
MICHIGAN	: 22 :	: 45 :	: 67 :	: 4 :	: 22 :	: 26 :
MINNESOTA	: 76 :	: 245 :	: 321 :	: 4 :	: 4 :	: 8 :
MISSISSIPPI	: 25 :	: 60 :	: 85 :	: 3 :	: 14 :	: 17 :
MISSOURI	: 45 :	: 65 :	: 110 :	: 5 :	: 2 :	: 7 :
MONTANA	: 13 :	: 75 :	: 88 :	: 5 :	: 17 :	: 22 :
NEBRASKA	: 11 :	: 118 :	: 129 :	: 0 :	: 3 :	: 3 :
NEVADA	: 10 :	: 42 :	: 52 :	: 1 :	: 2 :	: 3 :
NEW HAMPSHIRE	: 1 :	: 10 :	: 11 :	: 0 :	: 0 :	: 0 :
NEW JERSEY	: 7 :	: 17 :	: 24 :	: 2 :	: 2 :	: 4 :
NEW MEXICO	: 7 :	: 28 :	: 35 :	: 2 :	: 8 :	: 10 :
NEW YORK	: 26 :	: 34 :	: 60 :	: 1 :	: 2 :	: 3 :
NORTH CAROLINA	: 19 :	: 113 :	: 132 :	: 0 :	: 3 :	: 3 :
NORTH DAKOTA	: 16 :	: 177 :	: 193 :	: 2 :	: 6 :	: 8 :
OHIO	: 16 :	: 57 :	: 73 :	: 5 :	: 9 :	: 14 :
OKLAHOMA	: 51 :	: 111 :	: 162 :	: 6 :	: 5 :	: 11 :
OREGON	: 11 :	: 40 :	: 51 :	: 2 :	: 0 :	: 2 :
PENNSYLVANIA	: 31 :	: 84 :	: 115 :	: 4 :	: 2 :	: 6 :
RHODE ISLAND	: 4 :	: 0 :	: 4 :	: 1 :	: 0 :	: 1 :

NUMBER OF GRADE CROSSINGS ELIMINATED FROM FEDERAL-AID
HIGHWAY SYSTEM WITH FEDERAL AID (CONTINUED)

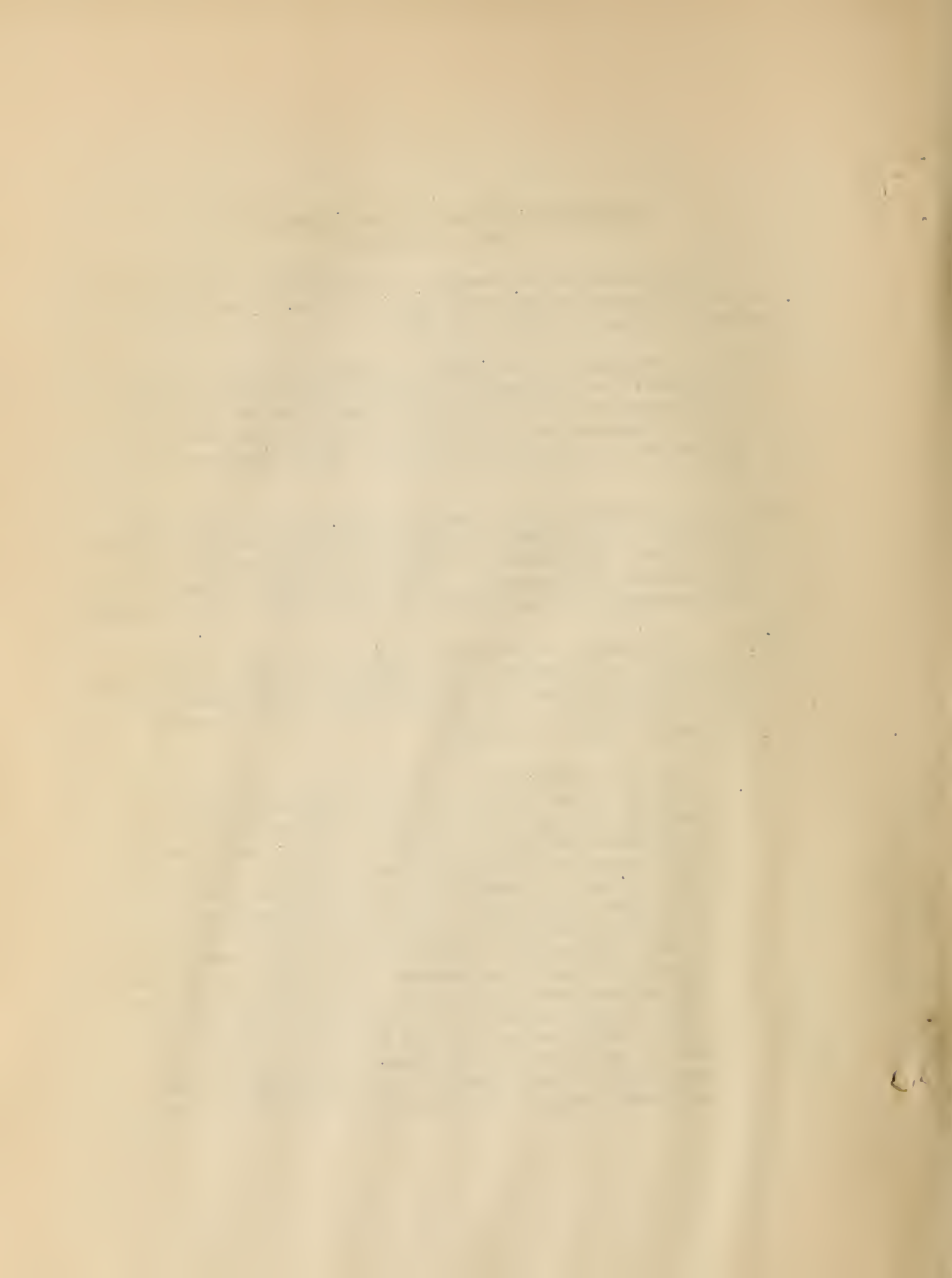
STATE	: TOTAL NUMBER OF GRADE CROSSINGS :			: TOTAL NUMBER OF GRADE CROSSINGS :		
	: ELIMINATED FROM 1917 TO :			: ELIMINATED DURING THE :		
	: DECEMBER 31, 1928 :			: CALENDAR YEAR 1928 :		
	: BY GRADE :	: BY RELOCATION :		: BY GRADE :	: BY RELOCATION :	
	: SEPARATION :	: OF HIGHWAY :	: TOTALS :	: SEPARATION :	: OF HIGHWAY :	: TOTALS :
SOUTH CAROLINA:	26 :	94 :	120 :	3 :	3 :	6 :
SOUTH DAKOTA :	19 :	77 :	96 :	3 :	2 :	5 :
TENNESSEE :	26 :	55 :	81 :	1 :	0 :	1 :
TEXAS :	88 :	352 :	440 :	5 :	20 :	25 :
UTAH :	6 :	30 :	36 :	0 :	0 :	0 :
VERMONT :	1 :	10 :	11 :	0 :	0 :	0 :
VIRGINIA :	8 :	58 :	66 :	0 :	3 :	3 :
WASHINGTON :	4 :	60 :	64 :	0 :	6 :	6 :
WEST VIRGINIA :	6 :	22 :	28 :	0 :	4 :	4 :
WISCONSIN :	35 :	169 :	204 :	12 :	23 :	35 :
WYOMING :	6 :	36 :	42 :	0 :	1 :	1 :
HAWAII :	0 :	6 :	6 :	0 :	0 :	0 :
TOTALS :	947 :	3,344 :	4,291 :	107 :	283 :	390 :



PROGRESS OF FEDERAL HIGHWAY LEGISLATION
(NOT FOR RELEASE)

THE FOLLOWING IS A SUMMARY OF THE FEDERAL HIGHWAY LEGISLATION INTRODUCED IN THE FIRST SESSION OF THE SEVENTY-FIRST CONGRESS CONVENED ON APRIL 15, 1929.

- S. 104.- INTRODUCED IN THE SENATE ON APRIL 18, BY T. J. WALSH OF MONTANA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES AN APPROPRIATION OF \$1,943,200 FOR THE CONSTRUCTION OF A HIGHWAY FROM RED LODGE MONT., TO THE BOUNDARY OF YELLOWSTONE NATIONAL PARK NEAR COOKE CITY, MONT.
- S. 120.- INTRODUCED IN THE SENATE ON APRIL 18, BY T. L. ODDIE OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES THE PRESIDENT, UPON APPLICATION OF THE GOVERNMENTS CONCERNED, TO DETAIL ENGINEERS TO ASSIST THE GOVERNMENTS OF THE LATIN-AMERICAN REPUBLICS IN HIGHWAY MATTERS.
- S. 121.- INTRODUCED IN THE SENATE ON APRIL 18, BY T. L. ODDIE OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES FOR THE AMENDMENT OF THE SECOND PARAGRAPH OF SECTION 3 OF THE FEDERAL HIGHWAY ACT, APPROVED NOVEMBER 9, 1921, AS FOLLOWS:
- 1.- THAT THE SECRETARY OF AGRICULTURE IS AUTHORIZED TO COOPERATE WITH THE STATE HIGHWAY DEPARTMENTS AND THE DEPARTMENT OF THE INTERIOR IN THE SURVEY, CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF MAIN ROADS THROUGH UNAPPROPRIATED OR UNRESERVED PUBLIC LANDS, NONTAXABLE INDIAN LANDS, OR OTHER FEDERAL RESERVATIONS OTHER THAN THE FOREST RESERVATIONS. SUCH SUMS AS CONGRESS MAY HEREAFTER AUTHORIZE TO BE EXPENDED UNDER THE PROVISIONS OF THIS SECTION SHALL BE APPORTIONED AMONG THOSE STATES HAVING MORE THAN 5 PER CENTUM OF THEIR AREA IN THE LANDS HEREINBEFORE DESCRIBED AND SHALL BE PRORATED AND APPORTIONED TO SAID STATES IN THE PROPORTION THAT THE AREA OF SAID LANDS IN EACH OF SAID STATES IS TO THE TOTAL AREA OF SAID LANDS IN THE STATES ELIGIBLE UNDER THE PROVISIONS OF THIS SECTION, AND NO CONTRIBUTION FROM THE STATES SHALL BE REQUIRED IN THE EXPENDITURE THEREOF.



2.- THAT THE SECOND PARAGRAPH OF DIVISION (A) OF SECTION 23 OF THE FEDERAL HIGHWAY ACT APPROVED NOVEMBER 9, 1921, IS AMENDED BY ADDING THE FOLLOWING: "PROVIDED, THAT IN THE EXPENDITURE OF FUNDS AUTHORIZED UNDER THIS PARAGRAPH, THE SECRETARY OF AGRICULTURE SHALL GIVE PREFERENCE TO THOSE PROJECTS WHICH ARE LOCATED ON THE FEDERAL-AID HIGHWAY SYSTEM AS THE SAME ARE NOW OR MAY HEREAFTER BE DESIGNATED, AND THE ROADS SO CONSTRUCTED SHALL BE OF THE SAME STANDARD AS TO WIDTH AND CHARACTER OF CONSTRUCTION AS THE FEDERAL GOVERNMENT REQUIRES OF THE STATES UNDER LIKE CONDITIONS: PROVIDED FURTHER, THAT THE SECRETARY OF AGRICULTURE SHALL PREPARE, PUBLISH, AND DISTRIBUTE A MAP AND OTHER INFORMATION, AT LEAST ANNUALLY, SHOWING THE PROGRESS MADE IN THE EXPENDITURES OF THE FUNDS AUTHORIZED UNDER THIS SECTION."

3.- THAT ALL ACTS OR PARTS OF ACTS IN ANY WAY INCONSISTENT WITH THE PROVISIONS OF THIS ACT ARE REPEALED, AND THIS ACT SHALL TAKE EFFECT ON ITS PASSAGE.

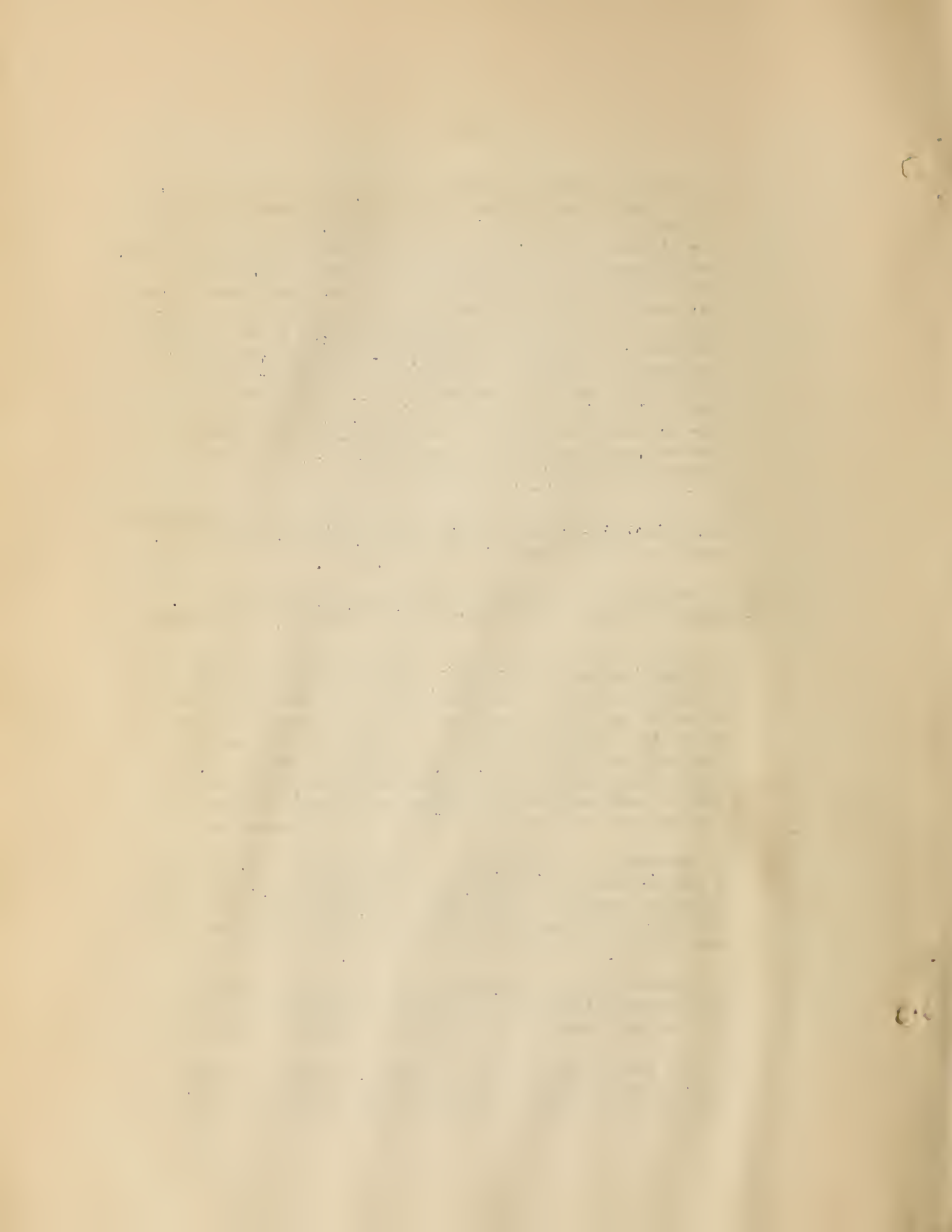
S. 219.- INTRODUCED IN THE SENATE ON APRIL 18, BY SMITH W. BROOKHART OF IOWA, AND REFERRED TO THE COMMITTEE ON COMMERCE.

1.- AUTHORIZES THE SECRETARY OF AGRICULTURE TO ACQUIRE ANY TOLL BRIDGES WITHIN THE UNITED STATES OR BETWEEN THE UNITED STATES AND A FOREIGN COUNTRY THE FREE OPERATION OF WHICH HE DEEMS ADVANTAGEOUS IN THE INTEREST OF INTER-STATE AND FOREIGN COMMERCE, IMPROVEMENT OF THE POSTAL SERVICE, AND PROVISION FOR THE NATIONAL DEFENSE. SUCH ACQUISITION SHALL, IN THE SECRETARY'S DISCRETION BE MADE BY PURCHASE OR IN THE CASE OF PROPERTY WITHIN THE JURISDICTION OF THE UNITED STATES, BY CONDEMNATION.

2.- AUTHORIZES THE SECRETARY OF AGRICULTURE TO CONSTRUCT A NEW BRIDGE, IN ACCORDANCE WITH THE GENERAL BRIDGE ACT APPROVED MARCH 23, 1906, WHERE HE DECIDES THE CONSTRUCTION OF THE NEW BRIDGE WILL BE MORE ECONOMICAL THAN THE ACQUISITION OF AN EXISTING BRIDGE.

3.- AUTHORIZES THE SECRETARY OF AGRICULTURE TO PROVIDE FOR THE MAINTENANCE AND OPERATION, FREE FROM TOLLS, OF ALL BRIDGES ACQUIRED OR CONSTRUCTED UNDER THIS ACT.

4.- THE PROVISIONS OF THIS ACT SHALL NOT APPLY IN THE CASE OF ANY BRIDGE CONSTRUCTED UNDER A LAWFUL AUTHORIZATION PROVIDING FOR ITS FREE OPERATION AFTER ITS COST



SHALL HAVE BEEN AMORTIZED OUT OF ITS EARNINGS ABOVE THE COST OF MAINTENANCE AND A REASONABLE RETURN ON THE INVESTMENT.

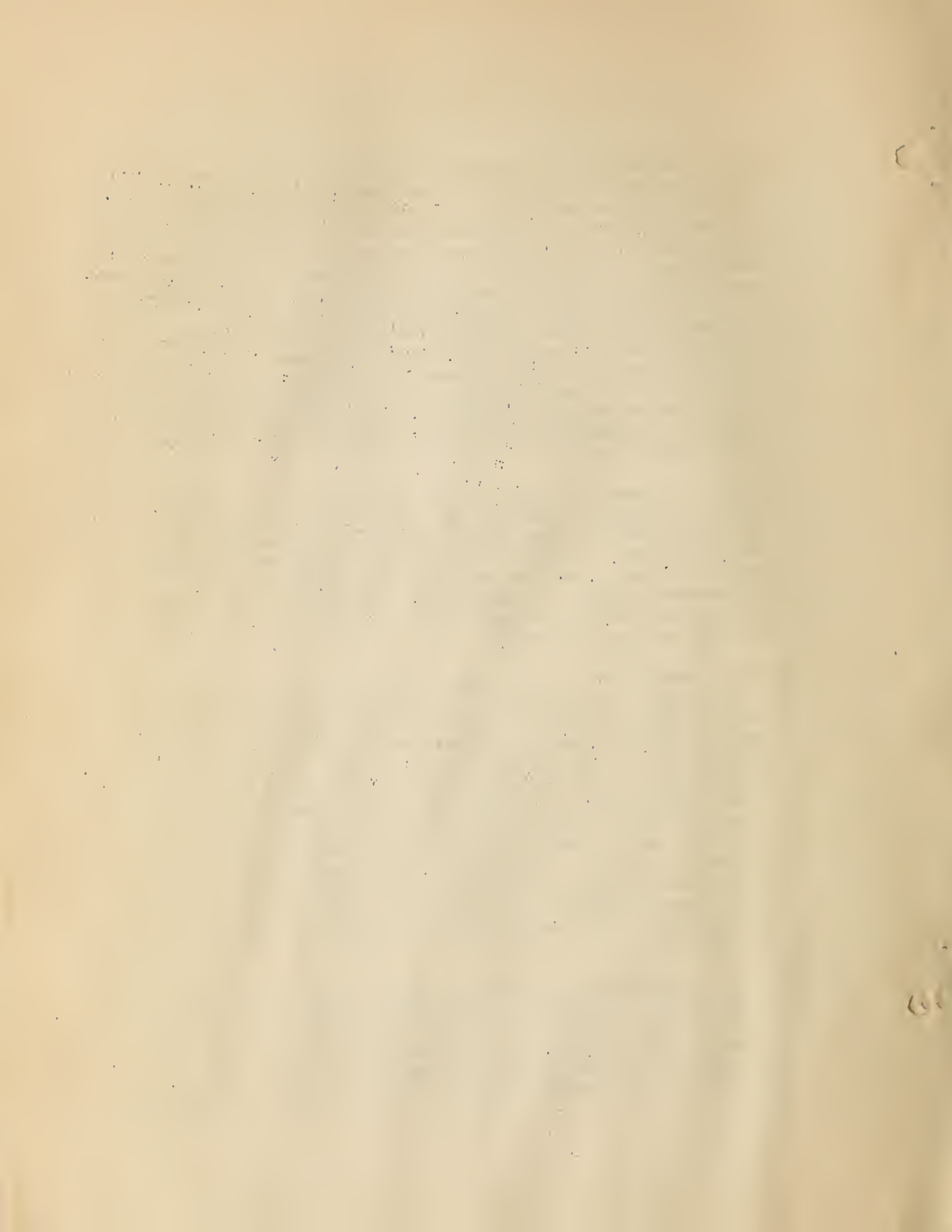
- 5.- AS USED IN THIS ACT IN A GEOGRAPHICAL SENSE THE TERM "UNITED STATES" SHALL MEAN THE TERRITORY TO WHICH THE PROVISIONS OF THE FEDERAL HIGHWAY ACT, AS AMENDED, ARE APPLICABLE.
- 6.- TO CARRY OUT THE PURPOSES OF THIS ACT THERE IS AUTHORIZED TO BE APPROPRIATED THE SUM OF \$35,000,000 A YEAR FOR 10 YEARS, BEGINNING WITH THE FISCAL YEAR ENDING JUNE 30, 1930.
- S. 220.- INTRODUCED IN THE SENATE ON APRIL 18, BY SMITH W. BROOKHART OF IOWA, AND REFERRED TO THE COMMITTEE ON COMMERCE. THIS IS A GENERAL BRIDGE BILL PROVIDING REGULATIONS FOR THE CONSTRUCTION, RECONSTRUCTION, REPAIR, MAINTENANCE, AND OPERATION OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES.
- S. 309.- INTRODUCED IN THE SENATE ON APRIL 18, BY D. O. HASTINGS OF DELAWARE, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES FOR THE ORGANIZATION OF A NATIONAL SURVEY COMMISSION FOR THE CONSTRUCTION OF A POST ROAD AND MILITARY HIGHWAY FROM A POINT ALONG THE ATLANTIC SEABOARD TO THE PACIFIC COAST, THE RIGHT OF WAY TO BE 500 FEET WIDE. THE BILL PROVIDES THAT A STUDY AND REPORT IS TO BE MADE ON CERTAIN HIGHWAYS CONNECTING WITH THE CENTRAL SUPERHIGHWAY.
- S. 552.- INTRODUCED IN THE SENATE, ON APRIL 23, BY KEY PITTMAN OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES FOR THE AMENDMENT OF SECTION 14 OF THE FEDERAL HIGHWAY ACT OF NOVEMBER 9, 1921, SO THAT A STATE THAT HAS ACCEPTED THE BENEFITS OF THE ACT SHALL MAINTAIN THE FEDERAL-AID HIGHWAYS WITHIN SUCH STATE, AT ITS OWN EXPENSE, EXCEPT THAT IN THE CASE OF ANY STATE CONTAINING UNAPPROPRIATED PUBLIC LANDS EXCEEDING 5 PER CENTUM OF THE TOTAL AREA OF ALL LANDS IN THE STATE, THE SHARE OF THE UNITED STATES PAYABLE UNDER THIS ACT ON ACCOUNT OF THE COSTS OF SUCH MAINTENANCE SHALL EQUAL THE PERCENTAGE WHICH THE AREA OF THE UNAPPROPRIATED PUBLIC LANDS IN SUCH STATE BEARS TO THE TOTAL AREA OF SUCH STATE. MAKES PROVISIONS FOR THE MAINTENANCE OF THE ROADS WHERE THE STATE FAILS TO COMPLY WITH THIS ACT.

S. 626.- INTRODUCED IN THE SENATE ON APRIL 23, BY W. L. JONES OF WASHINGTON, AND REFERRED TO THE COMMITTEE ON COMMERCE. PROVIDES FOR THE CREATION OF A PROSPERITY RESERVE IN ORDER TO STABILIZE INDUSTRY AND EMPLOYMENT BY THE EXPANSION OF PUBLIC WORKS DURING PERIODS OF UNEMPLOYMENT AND INDUSTRIAL DEPRESSION. IN ADDITION TO THE AMOUNTS NORMALLY AND USUALLY APPROPRIATED, AN APPROPRIATION OF \$75,000,000 IS AUTHORIZED FOR FEDERAL-AID ROADS. NO APPROPRIATION SHALL BE MADE PURSUANT TO THE AUTHORIZATION CONTAINED IN THIS ACT UNTIL THE PRESIDENT FINDS AND COMMUNICATES TO CONGRESS THAT THE VOLUME, BASED UPON VALUE, OF CONTRACTS AWARDED FOR CONSTRUCTION WORK IN THE UNITED STATES, "HAS FALLEN 20 PER CENTUM FOR A THREE-MONTH PERIOD BELOW THE AVERAGE OF THE CORRESPONDING THREE-MONTH PERIODS OF 1927 AND 1928, THE PRECEDING THREE YEARS" (SIC).

S. 644.- INTRODUCED IN THE SENATE ON APRIL 23, BY W. F. GEORGE AND W. J. HARRIS OF GEORGIA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES AN APPROPRIATION OF \$125,000 TO THE STATE OF GEORGIA FOR EXPENDITURES MADE AND TO BE MADE IN THE REPAIR AND RECONSTRUCTION OF ROADS AND BRIDGES DAMAGED OR DESTROYED BY FLOODS DURING THE PERIOD OF FEBRUARY, MARCH, AND APRIL, 1929. PROVIDES CERTAIN LIMITATIONS FOR THE EXPENDITURE.

S. 837.- INTRODUCED IN THE SENATE ON APRIL 29, BY K. MCKELLAR OF TENNESSEE, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES THAT EXISTING FEDERAL-AID HIGHWAY LEGISLATION BE AMENDED BY AUTHORIZING APPROPRIATIONS OF \$50,000,000 FOR THE FISCAL YEAR ENDING JUNE 30, 1929, AND \$75,000,000 AND \$100,000,000 FOR THE FISCAL YEARS 1930 AND 1931, RESPECTIVELY, TO BE EXPENDED IN THE IMPROVEMENT OF RURAL POST ROADS OVER WHICH RURAL CARRIERS TRAVEL IN SERVING THE RURAL ROUTES, OTHER THAN THOSE NOW INCLUDED IN THE FEDERAL-AID SYSTEM. THE FUNDS ARE TO BE APPORTIONED TO THE STATES UPON THE BASIS OF THE MILEAGE OF RURAL ROUTES, PROVIDED THAT THE STATES APPROPRIATE A LIKE AMOUNT, AND TO BE ADMINISTERED IN THE SAME MANNER AS THE EXISTING FEDERAL-AID FUNDS.

H.R. 34.- INTRODUCED IN THE HOUSE ON APRIL 15, BY E. E. BROWNE OF WISCONSIN, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE CREATION OF A SPECIAL HIGHWAY FUND OUT OF THE PROCEEDS FROM THE SALE OF SURPLUS WAR-MATERIAL, HIGHWAY EQUIPMENT, AND SUPPLIES TO THE GOVERNMENT OF FRANCE FOR WHICH THE UNITED STATES HOLDS BONDS TOTALLING \$407,341,145.



H.R. 107.- INTRODUCED IN THE HOUSE ON APRIL 15, BY O. B. BURTNESS OF NORTH DAKOTA, AND REFERRED TO THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE. THIS IS A GENERAL BRIDGE BILL PROVIDING REGULATIONS FOR THE CONSTRUCTION, RECONSTRUCTION, REPAIR, MAINTENANCE, AND OPERATION OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES. THIS BILL IS ALMOST IDENTICAL WITH S. 220 AS DESCRIBED ABOVE.

H.R. 151.- INTRODUCED IN THE HOUSE ON APRIL 15, BY SCOTT LEAVITT OF MONTANA, AND REFERRED TO THE COMMITTEE ON ROADS. THIS BILL IS IDENTICAL WITH S. 104 AS DESCRIBED ABOVE.

H.R. 217.- INTRODUCED IN THE HOUSE ON APRIL 15, BY H. P. FULMER OF SOUTH CAROLINA, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES THAT EXISTING FEDERAL-AID HIGHWAY LEGISLATION BE AMENDED BY AUTHORIZING AN APPROPRIATION OF \$50,000,000 FOR EACH OF THE FISCAL YEARS 1929 AND 1930, TO BE EXPENDED IN THE IMPROVEMENT OF RURAL POST ROADS OVER WHICH RURAL CARRIERS TRAVEL IN SERVING THE RURAL ROUTES, OTHER THAN THOSE NOW INCLUDED IN THE FEDERAL-AID ROAD SYSTEM. THE FUNDS ARE TO BE APPORTIONED TO THE STATES UPON THE BASIS OF THE MILEAGE OF RURAL ROUTES, PROVIDED THAT THE STATES APPROPRIATE A LIKE AMOUNT, AND ARE TO BE ADMINISTERED IN THE SAME MANNER AS THE EXISTING FEDERAL-AID ROAD FUNDS.

H.R. 225.- INTRODUCED IN THE HOUSE ON APRIL 15, BY W. P. HOLADAY OF ILLINOIS, AND REFERRED TO THE COMMITTEE ON WAYS AND MEANS. PROVIDES FOR THE CONSTRUCTION, MAINTENANCE, AND REGULATION OF A NATION-WIDE SYSTEM OF DURABLE HARD-SURFACED POST-ROADS UNDER THE SUPERVISION OF THE SECRETARY OF AGRICULTURE, TO BE COMPLETED WITHIN 5 YEARS IF POSSIBLE; AND AUTHORIZES A BOND ISSUE OF 5 BILLION DOLLARS FOR THIS PURPOSE.

H.R. 257.- INTRODUCED IN THE HOUSE ON APRIL 15, BY M. C. TARVER OF GEORGIA, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE EXTENSION OF FEDERAL AID IN HIGHWAY CONSTRUCTION TO RURAL FREE-DELIVERY AND STAR MAIL-ROUTES WHICH DO NOT CONSTITUTE PORTIONS OF THE FEDERAL OR STATE HIGHWAY SYSTEMS DESIGNATED UNDER EXISTING LAWS TO RECEIVE FEDERAL AID AND PROVIDING FOR THE EXPENDITURE OF SUCH SUMS OF MONEY AS MAY BE APPROPRIATED HEREUNDER.

H.R. 706.- INTRODUCED IN THE HOUSE ON APRIL 15, BY C. L. BEEDY OF MAINE, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE AMENDMENT OF EXISTING FEDERAL HIGHWAY LEGISLATION



SO AS TO PERMIT THE GRANTING OF FEDERAL AID IN THE IMPROVEMENT OF HIGHWAYS WHICH LEAD DIRECTLY TO OR FROM PUBLICLY-OWNED BRIDGES WHICH ARE OPERATED AS TOLL BRIDGES UNTIL THE COST OF THEIR CONSTRUCTION IS REIMBURSED.

H.R. 983.- INTRODUCED IN THE HOUSE ON APRIL 17, BY W. W. HASTINGS OF OKLAHOMA, AND REFERRED TO THE COMMITTEE ON ROADS. AUTHORIZES AN APPROPRIATION OF \$230,000 FOR THE RELIEF OF THE STATE OF OKLAHOMA ON ACCOUNT OF THE DAMAGE AND DESTRUCTION OF ROADS AND BRIDGES BY THE FLOODS OF 1927.

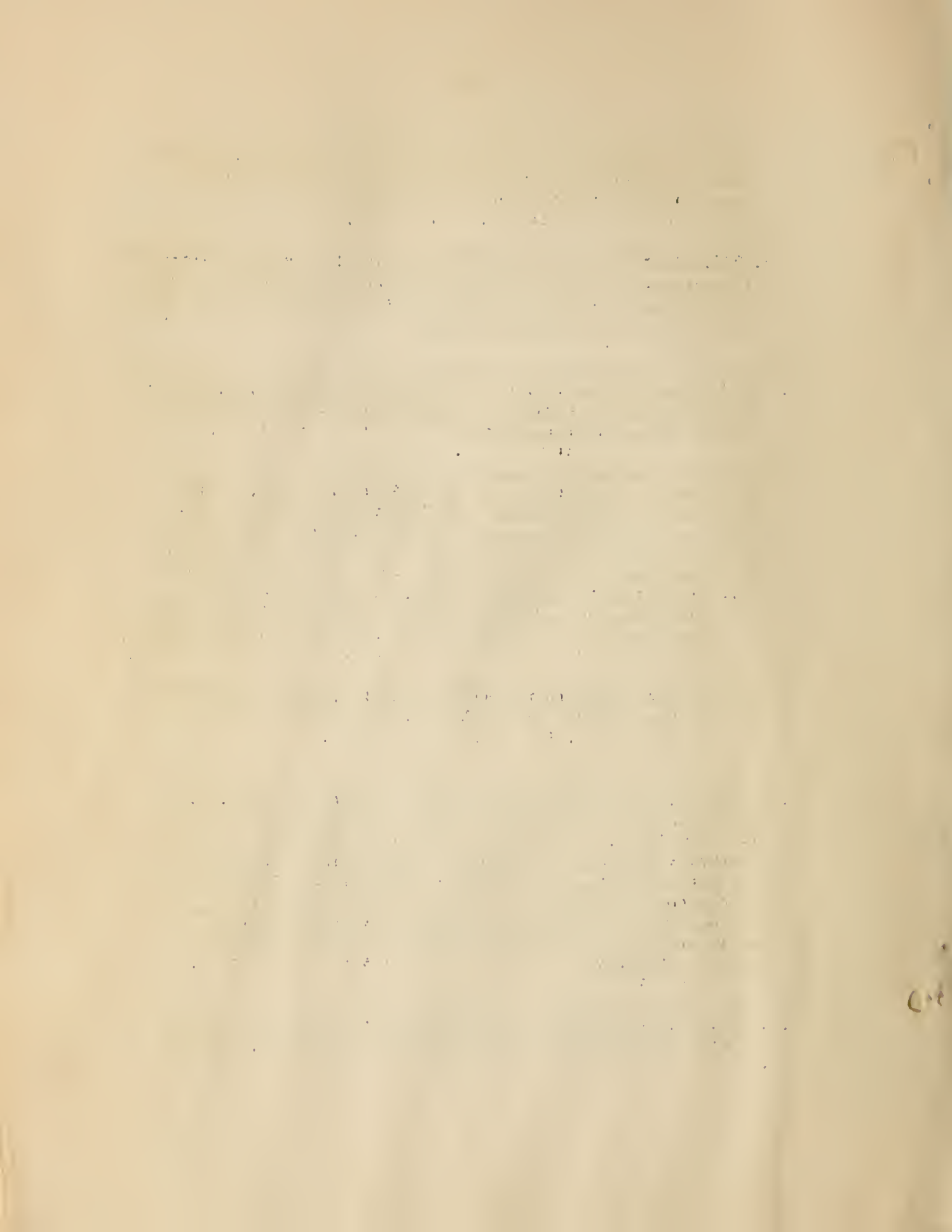
H.R. 1213.- INTRODUCED IN THE HOUSE ON APRIL 18, BY J. J. COCHRAN OF MISSOURI, AND REFERRED TO THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE. THIS IS A GENERAL BRIDGE BILL IDENTICAL WITH S. 220 AS DESCRIBED ABOVE.

H.R. 1383.- INTRODUCED IN THE HOUSE ON APRIL 19, BY C. ADKINS OF ILLINOIS, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE ESTABLISHMENT OF A COMMISSION TO SURVEY THE ROUTE FOR A NATIONAL MEMORIAL HIGHWAY CONNECTING STATE HIGHWAY ROUTES NUMBERED 25 AND 130, AND THE CITY OF CHARLESTON, ILL., WITH THE CITY OF FARMINGTON, ILL., AND WHICH SHALL PASS THROUGH SHILOH CEMETERY AND OTHER PLACES IN COLES COUNTY, ILL., HISTORICALLY CONNECTED WITH THE LIFE OF ABRAHAM LINCOLN IN ILLINOIS PRIOR TO HIS ASSUMING THE DUTIES OF THE PRESIDENCY.

H.R. 1416.- INTRODUCED IN THE HOUSE ON APRIL 19, BY D. B. COLTON OF UTAH, AND REFERRED TO THE COMMITTEE ON ROADS. THIS BILL IS IDENTICAL WITH S. 121 AS DESCRIBED ABOVE.

H.J. RES. 27.- INTRODUCED IN THE HOUSE ON APRIL 15, BY D. A. SUTHERLAND, DELEGATE FROM ALASKA, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES THAT IN THE FURTHERANCE OF PEACE ON EARTH AND GOOD WILL TO ALL MEN THE PRESIDENT OF THE UNITED STATES IS AUTHORIZED TO APPOINT A WORLD HIGHWAY COMMISSION, THE FUNCTION OF WHICH SHALL BE SUCH COOPERATION WITH (SIC) THIS AND OTHER NATIONS AS WILL DEVELOP AN INTEREST IN AND REALIZATION OF WORLD HIGHWAYS CONNECTING NORTH, CENTRAL, AND SOUTH AMERICA BY WAY OF CANADA AND ALASKA, WITH ASIA, EUROPE, AND AFRICA.

H.J. RES. 48.- INTRODUCED IN THE HOUSE ON APRIL 22, BY L. HILL OF ALABAMA, AND REFERRED TO THE COMMITTEE ON ROADS. AUTHORIZES AN APPROPRIATION OF \$2,249,259 FOR THE RELIEF OF THE



THE STATE OF ALABAMA ON ACCOUNT OF ROADS AND BRIDGES DAMAGED
OR DESTROYED BY THE FLOODS OF 1929.

H.J. RES. 57.- INTRODUCED IN THE HOUSE ON APRIL 26, BY C. J.
MCLEOD OF MICHIGAN, AND REFERRED TO THE COMMITTEE ON ROADS.
PROVIDES FOR AN INCREASE IN THE ANNUAL APPROPRIATIONS FOR
THE CONSTRUCTION OF FEDERAL-AID HIGHWAYS TO THE SUM OF
\$225,000,000.

COMMITTEE FORMED FOR ADMINISTRATION OF
MOUNT VERNON BOULEVARD WORK
(NOT FOR RELEASE)

TO ADVISE IN THE PLANNING AND CONSTRUCTION OF THE MOUNT
VERNON BOULEVARD, A GENERAL ADMINISTRATIVE AND TECHNICAL COM-
MITTEE HAS BEEN FORMED CONSISTING AT PRESENT OF THE FOLLOWING
PERSONS:

CHIEF OF BUREAU	-----	CHAIRMAN
CAPT. WILSON	-----	ACTING CHAIRMAN IN
		ABSENCE OF CHIEF OF BUREAU.
MR. JAMES	-----	DIVISION OF DESIGN -
		NOW ON LEAVE
MR. H. K. BISHOP	-----	DIVISION OF CONSTRUCTION
MR. J. W. JOHNSON	-----	FROM DISTRICT 3
MR. TOMS		
MR. CURTISS		
MR. BOYKIN		
MR. O'LEARY		
MR. VOSHELL		
MR. KELLEY		
MR. McNARY		

THE ACQUISITION OF PROPERTY IS IN CHARGE OF CAPTAIN WILSON.
MR. BOYKIN WILL HAVE CHARGE OF ALL LEGAL MATTERS. THE PREPARATION
OF PLANS IS UNDER THE DIRECTION OF MR. TOMS. MR. BISHOP AND
MR. JOHNSON ARE IN CHARGE OF CONSTRUCTION; AND MATTERS OF ACCOUNT-
ING AND RECORD ARE UNDER THE DIRECTION OF CAPTAIN CURTISS.

